

FOUR-PAGE PREVIEW

BTCC READY TO GO ON THE RAMPAGE AGAIN

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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Tin-top battlers get set for a brand-new campaign, page 16

World Rally Championship is back after long break with pressure on Evans and Breen

HOME STARS DESPERATE FOR BIG WRC POINTS IN CROATIA

THE WRC IS BACK!



Breen will aim to regain his WRC momentum



Evans is after a points haul this weekend

By Graham Lister

The World Rally Championship is back in Croatia this week – 50 days after Kalle Rovanperä won in Sweden to heap more woe on team-mate Elfyn Evans.

With two rounds run, Evans trails Rovanperä by 42 points following a faltering start to his campaign and is in serious need of a big score when Zagreb hosts the WRC for the second time.

“It has not been the start to the year we wanted by a long way and we need to focus on performing in the coming events,” Evans said. “Croatia is not an easy rally but it was a good one for us last year and hopefully we can have a strong run again.”

Welshman Evans is not the only homegrown star playing catch-up. After placing third on the Monte Carlo Rally in January, Breen left Scandinavia in late February with a solitary point for the M-Sport Ford World Rally Team.

Full story, page seven

THE VOICE OF BRITISH MOTORSPORT
**MOTORSPORT
NEWS**

PREVIEW

**THE BRC
GLOVES
COME OFF**

British Rally
Championship
preview p14



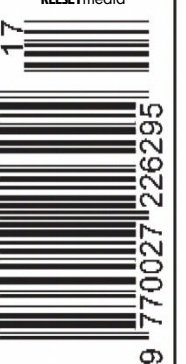
INTERVIEW

**READERS'
Q&A: FRANK
DERNIE**

Engineering guru
tackles the readers'
posers p20



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Warning motorsport can be dangerous.

COMMENT

Photo: MartinWalsh, Jakob Ebrey, Motorsport Images, SMJ Photography, Porsche



The British Touring Car Championship field will face a brave new world this weekend

CHARGING INTO THE FUTURE

It is quite impressive how one little button has given everyone so much to talk about and consider ahead of the new British Touring Car Championship season. The hybrid system is finally here and it promises to add an exciting new element to the campaign when it kicks off at Donington Park this weekend.

What is perhaps the most interesting element to the extra power boost granted to all of the cars will be how the drivers decide to deploy the system – which can offer up to 15 seconds per lap of electronic power to supplement that coming from the motor. It can be used to attack or defend and, speaking to the people who will use it, there is yet to be a consensus on which will be the optimum time to push the button.

Over the course of the 30-race season, patterns will surely emerge and there will be a route that becomes clear, but the opening rounds are going to be intriguing. Never before has a driver's strategical brain had such an input into success in Britain's highest-profile championship.

In this issue, we also look ahead to the start of the British Rally Championship, which kicks off with the closed-road Rally Tendring and Clacton. The event is making its debut on the BRC roster and should provide an exciting test for the entrants. Sadly, this year's contest will take place without reigning champion Matt Edwards, who has been unable to secure the funding to make a return. That does mean, however, that it is a wide open contest for the title with Osian Pryce leading the line and desperate to put the memories of a narrow defeat last season to bed.

The man in the Q&A hot seat this week is ace engineer Frank Dernie, a man who was at the heart of the Williams success story in the 1980s and a man who has worked with a plethora of World champions throughout his long career. He certainly pulls no punches when it comes to his opinions and he gives a thoroughly entertaining interview.

In this issue, we have included as many of the national racing and rally reports that we can given the Bank Holiday weekend and the MN print deadlines.

A report from the second British GT Championship race from Oulton Park, for example, is on the Motorsport News channel on the fastcar.co.uk website and a report will be published in the issue next week.

And also, don't forget to make your voice heard in our latest MN poll to discover which driver has the favourite crash helmet design. The options and details of how to vote are on page 33.

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MOTORSPORT NEWS

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IN THIS ISSUE

P13



Overcoming the toughest odds

We speak to MN Circuit Rally Championship title winner Neil Roskell

P14



Aiming for the British rally title

We look ahead to the British Rally Championship battles

P16

Tin-top battles set to restart

Our four-page preview to the new British touring car season



P20



Readers' Q&A: Ace engineer Frank Dernie

The World title-winning Briton speaks to MN about his decorated career in F1

P34



Harry King: Porsche Supercup battler speaks out

News: Racing	4
News: Rallying	7
News: Sporting Scene	11
News: Historics	12
Interview: Neil Roskell	13
Preview: BRC	14
Preview: BTCC	16
Q&A: Frank Dernie	20
Reports: National racing	26
Reports: Sporting Scene	31
MN poll: Crash helmets	33
Column: Harry King	34
What's on/readers photos	35

RACING NEWS



South African GP last ran back in 1993

FORMULA 1 LINKED TO A RETURN TO SOUTH AFRICA

Kyalami back on the radar as the sport’s bosses look to expand further

By Matt James

Formula 1 bosses are eyeing a return to South Africa with a grand prix at the Kyalami venue.

The track, near Johannesburg, first hosted a World championship race in 1967 and was a regular on the calendar through to 1985. The track was reworked and hosted two grands prix in 1992 and 1993 before it was dropped again.

Liberty Media, the operator of F1, has recently announced a third grand prix in the United States and are looking to push further into new territories.

The Kyalami track will need upgrade work to gain a Grade 1 licence and the first grand prix the revamped circuit could not take place before 2024. Seven-time World champion Lewis Hamilton has backed plans to host a grand prix on the African continent.

Speaking at the recent announcement of the Las Vegas race, Hamilton said: “The one I really want to see is South Africa. That’s the one I want to hear announced next. We’re pretty much on every other continent, so why not?”

“Ultimately, my ancestors are from there so that’s why it is important for me personally. I think it’s important for the sport to go there. If they’re in every other continent, why not?”

INDY 500 RUNNERS GET READY FOR PRE-EVENT TESTING

Thirty-two drivers have been confirmed to the initial testing ahead of this year’s Indy 500, with just a single spot left on the grid for the iconic event which takes place on May 29.

Marco Andretti will return to the wheel of an IndyCar machine in a fifth Andretti Autosport entry, while Chip Ganassi Racing also expands to five cars and Tony

Kanaan will be part of the line-up. McLaren SP also bumps up its entry to three as Juan Pablo Montoya joins regular Pato O’Ward and Felix Rosenqvist.

There is speculation surrounding the 33rd entry on the line-up and sources suggest it could come from another entry from the Juncos Hollinger Racing team as a sister car to its single entry for Briton Callum Iltott.

TESTING LINE-UP		
Indy 500		
NO	DRIVER	TEAM
2	Josef Newgarden	Team Penske-Chevrolet
3	Scott McLaughlin	Team Penske-Chevrolet
4	Dalton Kellett	AJ Foyt Racing-Chevrolet
5	Patricio O’Ward	Arrow McLaren SP-Chevrolet
06	Helio Castroneves	Meyer Shank Racing-Honda
6	Juan Pablo Montoya	Arrow McLaren SP-Chevrolet
7	Felix Rosenqvist	Arrow McLaren SP-Chevrolet
8	Marcus Ericsson	Chip Ganassi Racing-Honda
9	Scott Dixon	Chip Ganassi Racing-Honda
10	Alex Palou	Chip Ganassi Racing-Honda
11	JR Hildebrand	AJ Foyt Racing-Chevrolet
12	Will Power	Team Penske-Chevrolet
14	Kyle Kirkwood	AJ Foyt Racing-Chevrolet
15	Graham Rahal	Rahal Letterman Lanigan Racing-Honda
18	David Malukas	Dale Coyne Racing-Honda
20	Conor Daly	Ed Carpenter Racing-Chevrolet
21	Rinus VeeKay	Ed Carpenter Racing-Chevrolet
23	Santino Ferrucci	Dreyer & Reinbold Racing-Chevrolet
24	Sage Karam	Dreyer & Reinbold Racing-Chevrolet
26	Colton Herta	Andretti Autosport-Honda
27	Alexander Rossi	Andretti Autosport-Honda
28	Romain Grosjean	Andretti Autosport-Honda
29	Devlin DeFrancesco	Andretti Autosport-Honda
30	Christian Lundgaard	Rahal Letterman Lanigan Racing-Honda
33	Ed Carpenter	Ed Carpenter Racing-Chevrolet
45	Jack Harvey	Rahal Letterman Lanigan Racing-Honda
48	Jimmie Johnson	Chip Ganassi Racing-Honda
51	Takuma Sato	Dale Coyne Racing-Honda
60	Simon Pagenaud	Meyer Shank Racing-Honda
77	Callum Iltott	Juncos Hollinger-Chevrolet
98	Marco Andretti	Andretti Autosport-Honda
TBA	Tony Kanaan	Chip Ganassi Racing-Honda



Minardi has an FIA position

MINARDI LANDS TOP ROLE WITHIN THE FIA

Former grand prix team boss Giancarlo Minardi has been elected to the role of president of the FIA’s single-seater commission, replacing Bob Fernley.

Italian Minardi was voted into his new role last week. His new job at the FIA means he will have an oversight on the junior racing pyramid and look at new technologies and safety aspects of the sport.

The 74-year-old, who is the president of the Imola circuit, ran his own team in Formula 1 from 1985 through to 2001, when it was bought out by Paul Stoddart.

FIA president Mohammed Ben Sulayem welcomed Minardi’s arrival. He said: “I warmly welcome the election of Giancarlo Minardi as FIA single-seater commission president. He is a major figure in motorsport [and] I look forward to working with him to further develop the single-seater pyramid around the world.”

FIA DEFENDS THE PACE OF ‘TURTLE’ SAFETY CAR



Verstappen was particularly upset by the speed of the Aston Martin

Formula 1 chiefs have clarified the role of the safety car in Formula 1 following criticism after the Australian Grand Prix, where World champion Max Verstappen said that the caution car proceeded too slowly.

After the race in Melbourne, Red Bull driver Verstappen was stinging in his attack the pace of the Aston Martin.

The Dutchman said: “There’s so little grip and also the safety car was driving so slow, it was like a turtle. Unbelievable. To drive 140kph [90mph] on the back straight, there was not a damaged car, so I don’t understand why we have to drive so slowly. We have to investigate.”

The FIA hit back on social media last week, and it underlined the fact that the speed of the car was not its primary concern.

Its statement read: “The FIA would like to reiterate that the primary function of the Formula 1 safety car is, of course, not outright speed, but the safety of the drivers, marshals and officials.

“The safety car procedures take into account multiple objectives, depending upon the incident in question, including the requirement to ‘bunch up’ the field, negotiate an incident recovery or debris on track in a safe manner and adjust the pace depending on recovery activities that may be ongoing in a different part of the track.”

The FIA also said that it would look at the rules which require cars to stay within 10 lengths of each other when a caution period was thrown following a near-miss between Haas driver Mick Schumacher and AlphaTauri’s Yuki Tsunoda in Melbourne.

HAAS REJECTS URALKALI’S REQUEST FOR MONEY TO BE RETURNED

The Haas Formula 1 team has rejected claims from its former backer, Russian oil firm Uralkali, to repay €12 million it was granted at the start of 2022 before the squad cancelled its agreement with the backer.

Uralkali’s deal with Haas was cancelled following Russia’s invasion of Ukraine in late February. The backer’s name was removed from the car for the final day of pre-season testing in Spain and driver Nikita Mazepin was released from his seat with the team.

Uralkali wrote to the team and asked for

the money to be returned but Haas has hit back and told the firm that it was within its rights to terminate the contract due to a clause that Uralkali didn’t ‘injure, bring into dispute, ridicule, or lessen the public reputation, goodwill of favourable image of Haas’.

Haas has also asked for a further €8 million in compensation for lost revenue as a result of ripping up the Uralkali deal. Haas was due to supply the firm with Nikita Mazepin’s 2021 race car as part of an agreement, but has refused to do so unless the outstanding monies are paid.



Mazepin drove without Uralkali backing in testing in Spain this year



Nissan has taken over FE squad

NISSAN TAKES THE REINS ON E.DAMS FORMULA E PROGRAMME

Nissan has taken over full control of the e.dams Formula E squad with immediate effect as the Japanese manufacturer looks to embrace the new Gen 3 regulations that are coming into the series for the 2022-2023 season.

The team runs Maximilian Gunther and Sebastian Buemi in the category and the DAMS-operated squad, based in France,

is eighth in the teams’ standings after five races in the current campaign.

DAMS founder Jean-Paul Driot passed away in August last year. The DAMS Formula 2 team was sold to racer Charles Pic, and now the Formula E team has changed hands too.

Nissan chief operating officer Ashwani Gupta told Autosport: “We decided to

invest for Gen3, [and] we wanted to have full control of each and every touchpoint of Formula E, including the powertrain as a project, but also the racing team. This project is an integral part of Nissan Motor Company. We are fully prepared and capable to do the investment.”

The next round of the Formula E contest takes place in Monaco on April 30.

RACING NEWS

MAINSTREAM ITV COVERAGE ADDED TO BTCC THIS SEASON

ITV1 to broadcast two tin-top meetings during the summer of 2022

Photo: Jakob Ebrey, Steve Hindle



Headline news:
BTCC goes on ITV

By Matt James

Two rounds of this year’s British Touring Car Championship will be broadcast on the main ITV channel.

While full-day coverage of the BTCC remains on ITV4, the Brands Hatch meeting in May and the Oulton Park event in June will be broadcast live for three hours on ITV and will show at least two of the BTCC races

British Touring Car Championship chief executive Alan Gow said: “I’m incredibly proud that, once again, the BTCC reaches new heights in our UK television broadcasting.

“As I’ve said many times, our live and free-to-air broadcasts are the envy of the sport – so for the ITV Network to further evolve and increase their coverage of the BTCC once again underlines their tremendous enthusiasm for, and commitment to, our great championship.”

As well as the coverage live on ITV and ITV4, the events will be livestreamed on itv.com and on the ITV Hub. Highlights programmes will also be shown on both ITV channels.

ITV took over broadcasting the BTCC in 2002 and last year announced that it had extended its deal to show the racing through to the end of 2026.

GOLDEN TOUCH FOR THE TIN-TOP CHAMPION

The reigning British touring car champion will carry a gold number plate in the future in an initiative from the series’ title sponsor Kwik Fit.

Last season, the Kwik Fit firm celebrated its 50th anniversary by fitting the gold plates to all machines to mark the occasion. Now the firm has decided that the defending

title holder will have the honour all season long.

Andy Lane, Kwik Fit marketing director, said: “We have seen similar ideas carried out in other sports, such as the Premier League, and they have since become a permanent fixture in their respective arenas and something that

sportsmen and sportswomen aspire to achieve.

“In an era when not all drivers choose to run the number one on their car while competing as reigning champion, the gold plates will also provide another visual aspect to fans watching on television and at the circuit.”



Sutton’s car will carry the special golden number plate



Hamilton will rejoin the grid

HAMILTON SIGNS UP FOR BTCC WITH TEAM HARD

Nic Hamilton has confirmed his return to the British Touring Car Championship this season at the wheel of a Team Hard Cupra R.

The 30-year-old joined the Kent squad in 2020 for a full-season campaign in its Volkswagen CCs and remained with the outfit as it brought out the new Cupra R in 2021.

The brother of seven-time Formula 1 World champion Lewis said he feared he would lose his spot on the grid after a backer pulled out, but he then redoubled his efforts to raise sponsorship.

“I am a fighter and did everything in my power to confirm a drive for this season,” Hamilton said. “[It] is an incredibly proud moment for me personally, having overcome the recent challenges, I am more determined than ever to maximise the season and return to the grid with Team Hard.”

Team principal Tony Gilham said: “It’s great that Nic has chosen to remain with the team for 2022. He has been a fantastic asset to the team thus far and his determination to develop as a driver has seen him make great gains over his time with us.”

SUTTON SUPREME IN PRE-SEASON TIN-TOP TEST SESSION



Sutton said he worked hard on tweaking the car’s set-up



Shedden’s car was badly damaged

Reigning champion Ash Sutton laid down a marker by setting the fastest lap time during the British Touring Car Championship’s last official test day ahead of the opening round of the season at Donington Park this weekend.

The three-time title winner set a 1m15.607s lap in his Motorbase Performance Ford Focus to eclipse the WSR BMW 330e M Sport of Jake Hill. Team Dynamics Honda Civic Type R racer Dan Rowottom rounded out the top three. Sutton’s benchmark time was 0.6s below the race lap record.

Sutton said: “It [was] a good day, running through a test plan and making progress

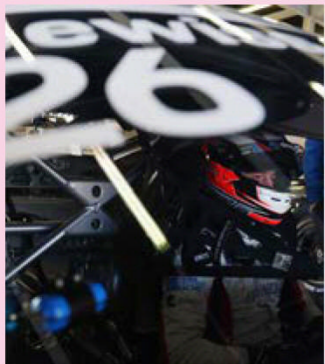
“Obviously, you don’t know what everyone else is going to do tyre-wise and stuff like that, but we knew where we were. We were picking away at it,

TESTING TIMES			
British Touring Car Championship			
When: April 13 Where: Thruxton			
NO.	DRIVER	CAR	TIME
1	Ash Sutton	Motorbase Ford Focus	1m15.607s
2	Jake Hill	WSR BMW 330e M Sport	1m15.744s
3	Dan Rowbottom	Dynamics Honda Civic	1m15.839s
4	Tom Ingram	Excelr8 Hyundai i30 N	1m15.959s
5	Gordon Shedden	Dynamics Honda Civic	1m16.074s
6	Dan Cammish	Motorbase Ford Focus	1m16.128s
7	Adam Morgan	Ciceley BMW 330e M Sport	1m16.192s
8	Colin Turkington	WSR BMW 330e M Sport	1m16.201s
9	Dan Lloyd	Excelr8 Hyundai i30N	1m16.228s
10	Jason Plato	BTC Racing Honda Civic	1m16.336s
11	Ollie Jackson	Motorbase Ford Focus	1m16.436s
12	Josh Cook	BTC Racing Honda Civic	1m16.517s
13	Stephen Jelley	WSR BMW 330e M Sport	1m16.581s
14	George Gamble	Ciceley BMW 330e M Sport	1m16.602s
15	Rory Butcher	Speedworks Toyota Corolla	1m16.613s

working at the set-up changes. Then we thought we’d put a new tyre on at the end just to ultimately get an idea of what the balance was like on a bit of a hot lap.”

The morning’s running was halted after a collision between Team Dynamics racer Gordon Shedden and the WSR BMW 330e M Sport of Stephen Jelley. Both cars suffered extensive damage. Both drivers were able to return to the circuit in the afternoon.

RACING NEWS



Star Jewiss is back

TEEN STAR JEWISS BACK FOR MORE CARRERA CUP GB

Young charger Kiern Jewiss has confirmed he'll continue in Porsche Carrera Cup GB with Team Parker Racing this season after taking the contest by storm on debut in 2021.

British Formula 4 champion and BRDC British Formula 3 race-winner Jewiss, 19, took four Carrera Cup wins last year on the way to third in the overall final table, ahead of reigning champion team-mate Harry King, and was still in contention for the title entering the season-closing Brands Hatch round. This year's campaign starts this weekend at Donington Park, as usual on the TOCA package.

Jewiss said: "Testing has been positive, and it will be good to get the season underway close to where the team is based. If we can begin with some good results, then we can build momentum throughout the season."

"The new car is completely different, and a lot of teams will have had to get used to it a bit. Parker has run in the Porsche Supercup so they hopefully had a bit more information than everybody else."

FENDER COMPLETES CENTURY BRITISH GT LINE-UP

Esports star adds real-life BMW racing with reigning GT4 champion squad for its GT3 expansion

Photos: Jakob Ebrey, Porsche GB

By Graham Keillor

British GT podium finisher Angus Fender has returned to Century Motorsport to complete its line-up alongside Taiwanese driver Betty Chen for the team's venture into the championship's frontrunning GT3 category.

Fender, 21, is a BMW factory sim racer with BMW TEAM BS+COMPETITION and now in British GT drives the same car in real-life racing.

Reigning British GT4 double champion Century defends its GT4 crowns this year plus steps back to the GT3 competition with the new BMW M4 GT3. The team raced in British GT3 in 2019 with BMW's M6.

Fender raced with Century that year, initially in GT4 before moving to GT3 in Century's M6 for the last two rounds, where he took two third places. He continued in British GT3 in 2020 in a 2 Seas McLaren, taking another third in the Oulton Park season opener. In 2021 he focused on his degree, plus took two Britcar wins in the Praga R1.

He now forms a Silver-Am partnership with Chen, becoming



Fender and Freke reunite

British GT3's seventh Silver-Am partnership for 2022.

Fender said: "Tying in my BMW factory sim racing commitments to now driving the epic new BMW M4 GT3 in British GT is something I am incredibly excited about, and is an opportunity I am still pinching myself about."

Century team principal Nathan Freke added: "He's super fast and very level headed. Being part of a professional team in an M4 GT3 both on the track and in the sim should result in a top performance. He will be a great co-driver for Betty."



Fender gets virtual reality

TOCA SUPPORT SERIES SET FOR KICK-OFF

Four series on the TOCA package get their latest campaigns underway this weekend at Donington Park's British Touring Car Championship meeting.

Porsche Carrera Cup GB this season has another strong and competitive-looking line-up, with 25 entered for Donington as Motorsport News went to press.

These include last year's rookie sensation Kiern Jewiss returning with Team Parker (see separate story) and driving alongside British GT champion Seb Morris,

reigning British GT4 champion Gus Burton in a new Century effort, reigning Porsche Sprint Challenge GB champion Theo Edgerton with JTR, plus Porsche GB Junior Adam Smalley and Formula Ford star Oli White forming a Duckhams-liveried Redline attack.

British Formula 4 starts a new era with an overhauled technical package and a new organiser in governing body Motorsport UK. As MN went to press 15 drivers were confirmed for 2022, with

14 to race at Donington as Carlin's Louis Sharp does not reach the minimum age until round two.

Ginetta Junior has a 26-car entry for Donington, with its line-up led by last year's runner-up and five-time race-winner Liam McNeilly of Fox Motorsport.

Mini Challenge's JCW contest also starts this weekend. Reigning champion Dan Zelos is seeking to become the first to successfully defend the JCW title, and has recently been confirmed as Excelr8's BTCC reserve driver.



Porsche Carrera Cup GB has another strong line-up



Hillspeed duo Gilkes (64) and Marzorati took 1-2 in GB4 round team intended to miss

HILLSPEED GB4 1-2 DUO BACK AT OULTON

Hillspeed duo Megan Gilkes and Max Marzorati were back competing with Hillspeed at Oulton Park last weekend for GB4's second-ever race meeting after taking a 1-2 finish in Snetterton's opener.

The duo raced at GB4's inaugural Norfolk meeting with 11th-hour one-off deals with the

Hillspeed team that had initially intended to skip the round.

Hillspeed boss Richard Ollerenshaw confirmed to Motorsport News at Snetterton he had no drivers confirmed for Oulton, but Marzorati then Snetterton race-winner Gilkes confirmed their returns in the days before Oulton's weekend.

Gilkes said on Facebook: "Awesome to be back racing in the very competitive series at one of my favourite tracks. Snetterton was meant to be a one-off race, but thanks to the fantastic media coverage that GB4 offers its teams, drivers and partners, I've been able to secure sponsorship to compete this weekend."

GB3'S FORES LOOKS FOR GT FUTURE

Clubman turned GB3 racer Alex Fores is looking for a GT racing future starting at last Monday's Castle Combe season opener where he raced a Caterham in the circuit's GT championship.

Fores competed in a Caterham CSR 2400 belonging to Combe regular Steve Lansley in preparation for sharing the car with Lansley at Classic Sports Car Club's Magnificent Sevens race at Combe later this

year, which will be Fores's first-ever two-driver race.

Fores told Motorsport News: "I tested [the CSR] a couple of times to help [Lansley] out with data and a bit of set-up, and just came up with this as an opportunity to get out again."

"It's really really quick, a lot of power for the weight of the car."

"In motorsport now the best way to pick up drives is with a gentleman driver, so that way

of working it is what we're looking to do now we've got a few good results in the F3. If I can then translate that to GT racing and find a gentleman driver that could take me quite far."

During 2020 Fores rose from club competition to late-season appearances in GB3's predecessor BRDC Formula 3, and he finished second in 2021's GB3 Donington Park season closer.



Fores is looking for partner in GT racing

RALLY NEWS



Evans will hope more points don't slip away on this weekend's Rally Croatia

Photos: Toyota Gazoo Racing, mcklein-imagedatabase.com

CROATIA CRUCIAL FOR EVANS AND BREEN

Homegrown talents need hefty hauls of championship points when WRC season resumes

By Graham Lister

Elfyn Evans can't afford any more slip-ups in the World Rally Championship.

Following a torrid start to his 2022 season, Evans is more than a win away from getting his WRC bid back on track, having slipped 42 points behind his factory Toyota team-mate Kalle Rovanpera.

Although Evans was one of the stars of the first WRC-counting Croatia Rally last season, the ever-changing road surface and grip levels will make for a tough weekend for the Welshman and his rivals.

"The big challenge in Croatia is that the asphalt surface is often changing during the stages and the level of grip differs a lot," said Toyota team boss Jari-Matti

WRC STANDINGS		
After 2/13 rounds		
POS	DRIVER	PTS
1	Kalle Rovanpera (FIN)	46pts
2	Thierry Neuville (BEL)	32pts
3	Sebastien Loeb (FRA)	27pts*
4	Gus Greensmith (GBR)	20pts
5	Sebastien Ogier (FRA)	19pts*
6	Takamoto Katsuta (JPN)	18pts

*Not competing on Croatia Rally

ESSENTIALS	
Rally Croatia	
April 21-24	
WRC round 3/13	
Base: Zagreb	
Surface: Tarmac	
Stages: 20	
Distance: 181.34 miles	

Latvala. "This surprised many drivers last year and those going back for a second time will know what to expect. Kalle didn't do so many kilometres last year but knows it's important to keep scoring points, Elfyn was so close to winning in 2021 and will want to get a strong result."

Craig Breen beat Rovanpera on the Monte Carlo Rally but his early exit in Sweden means he's 30 points adrift of the Finn.

"Our test for Croatia went very well, I have good confidence in the car," M-Sport Ford World Rally Team driver Breen said. "When you look at Monte this year, there wasn't much snow and ice around – it was a cold Tarmac rally. The car worked well there and I think that gives us all good confidence going to Croatia. I want to use Croatia as a way to spring back up again. The objective is to score very good points there."

Neuville aims to stamp out 2021 woes

Thierry Neuville has called for no repeat of the costly mistake that cost the Hyundai driver victory in Croatia last year.

Neuville led after the opening leg but a disastrous tyre call by the Hyundai team, which was led by Andrea Adamo at the

time, dropped him back and he eventually finished third.

While their rivals went for hard compound tyres, Hyundai opted for a combination for soft and hard covers.

"Last year we could have won the event but our whole team

made a wrong tyre choice on Saturday morning and we lost the lead and a good position with our cars," said Neuville. "It was a team decision, we paid for it, but we were still able to secure third place so at least we were on the

podium. We shouldn't do those mistakes again."

Of the Croatia challenge, Neuville said: "Last year the weather was dry but it was surprising the grip changes you can experience and there was lots of cutting so the road

was getting quite dirty. We do not have so much experience with the Rally1 cars yet and the additional hybrid power makes a difference. But at least the rally is not new for us and many stages are repeated from last year and that helps as well."



Hyundai man knows the pitfalls



Ingram to head to WRC with new co-driver

BRITON INGRAM FORMS NEW PARTNERSHIP FOR WRC ATTACK

Chris Ingram will start his first World championship rally with new co-driver Craig Drew in Croatia.

Ingram split from long-term partner Ross Whittock following the Monte Carlo Rally season-opener.

And while Ingram's partnership with Drew is in its infancy, the Manchester driver has experience of the Croatian stages after launching what was then a WRC3 bid in the

country last season.

Northern Irishman Jon Armstrong and Irishman William Creighton will also be on Croatia Rally duty in the Junior WRC. Armstrong heads the standings after winning the first round in Sweden.

Former British Rally Championship regular Neil Simpson is entered in WRC2 driving a Skoda Fabia for Toksport WRT, the same team that runs Ingram, a driver Simpson once managed.

M-SPORT LAUNCHES DAKAR BID WITH SOUTH AFRICAN PARTNERSHIP

M-Sport will follow long-term rival Prodrive by launching a Dakar bid with Matthew Wilson recruited as the project's test driver.

The Cumbrian squad has joined forces with Neil Woolridge Motorsport, a respected rally raid vehicle manufacturer from South Africa.

Like M-Sport, Neil Woolridge Motorsport (NWM) has been a Ford partner for 25 years and the new alliance has led to M-Sport becoming global distributor of the NWM-built Ford Ranger T1+ and serving as the project's European base.

The first Ranger T1+ is due to be delivered to M-Sport next month with testing and customer sales programmes set to begin shortly afterwards although it is understood there are no immediate plans for an M-Sport entry on the Dakar or the World Rally-Raid Championship which the Saudi Arabia-based event is now part of.

"Myself and Matthew have recently been out to South Africa to meet Neil Woolridge and his sons and discuss their Ford Ranger T1+," said M-Sport boss Malcolm Wilson. "It's a momentous and exciting prospect for me, after almost 45 years in the rally business, rally raid and Dakar has always piqued my interest. It is a discipline that I do not underestimate though, and I am all too aware it requires years

of experience and expertise.

"M-Sport and NWM have a shared vision, we feel that our respective outfits complement each other in a way that would create an unrivalled rally raid outfit. The NWM Ranger has definite potential, it is built on a very solid foundation, Matthew tested the car during our visit and was very positive about his experience. It's fair

to say I'm not one to stray away from a challenge, it's what I love about motorsport and it's no secret we have some work to do to contend for the prestigious Dakar Rally. That said, I am confident that M-Sport and NWM have the tools and know-how to push the Ford Ranger T1+ to new heights."

Wilson's son Matthew said: "Fundamentally, we are encouraged

about the strong basis that the car is built around and it was great for us to get a real feel for what the car is like. It's the start of a very new era for M-Sport, one which we are excited to learn from and see what our knowledge could bring to the development cycle."

Prodrive runs the Bahrain Raid Xtreme Dakar project.



Wilson has already driven the new Dakar challenger

I would like to start by saying a huge thank you to all of the support we have received throughout our charge for the Motorsport News Circuit Rally Championship.

That stretches from our friends and family, who have encouraged us throughout the championship, to all of the companies and teams we have had the pleasure of collaborating with as I looked to contend for the championship.

It has been a year full of ups and downs in Roskell Motorsport this season and I dedicate this victory to you Nathan Roskell.

I would like to thank ATM Engineering for its support this year, constantly maintaining the car ready for each event. Without its skills, I would not have been able to finish the season or even contend with Barry Morris for the championship in the final round at Cadwell Park.

A huge thanks to Mountune for its support. When the car broke down it pulled out all the stops to ensure my car could compete at the next round.

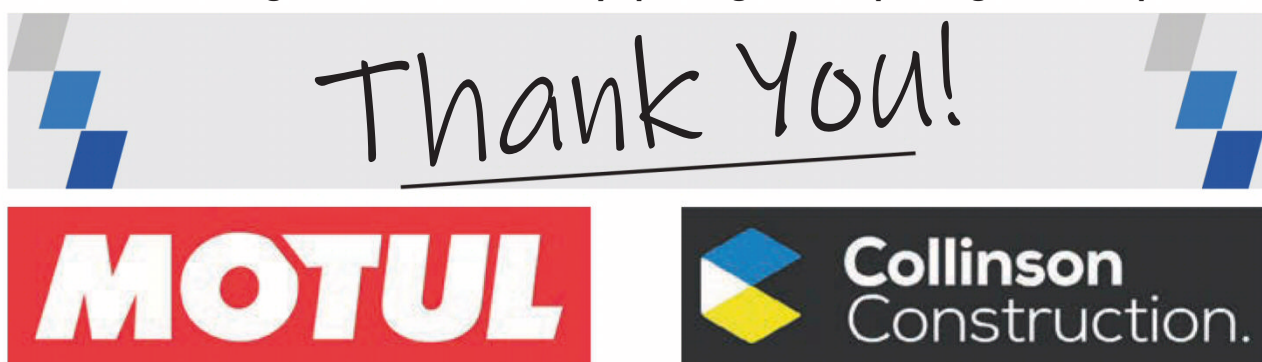
Thanks have to go to Motul Oils, as it has been our oil supplier for the 2021-22 season. Richard Scarborough has always made sure we had enough oils and replacements available whenever it was needed.

Dave Whittle at B-Line Graphics has ensured the car is always looking its best, despite the knocks and damages – and there have been a few throughout the year! Dave has worked his magic and kept the car looking fresh for us.

One of the main sponsors this year has been Collinson Construction. It was a pleasure having a company on board like Collinson's and to have support throughout the season was great.

A final thanks to the Roskell Motorsport team! I would not be able to do what I do without the support of my family. A huge thank you to Dawn Roskell for managing the team on race day, Daniel Roskell for his support in the pits and with any film issues. Another thank you goes to Dean Roskell, Andy Morrison and Rick Wood for your support in the service area. Your continued support helps push me further in this sport. Last but not least, thanks to Andrew Roughead for sitting in the silly seat and keeping me focused throughout the events! Always pushing me and pushing me on! Top man!

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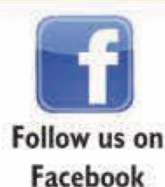
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RALLY NEWS

CRONIN: I AM BETTER PREPARED THAN EVER FOR BRC TITLE CHARGE

Irish driver ready to embrace Volkswagen Polo R5 switch for 2022 campaign

Photos: Jakob Ebrey



Cronin will build on 2021 pace

By Jason Craig

Keith Cronin took the calculated decision to play the long game in the British Rally Championship last year and believes that approach will make him one of the favourites this season.

Seat time, tyre development and rediscovering the pace that made the Irishman a four-time champion were the key priorities, with that helping him to finish sixth in the BRC1 standings.

With those boxes ticked, Cronin feels adequately equipped to push for a fifth BRC drivers' crown – an achievement that would make him the joint most successful in the history of the competition with Jimmy McRae whose title successes came in the eighties aboard Opel and Ford machinery.

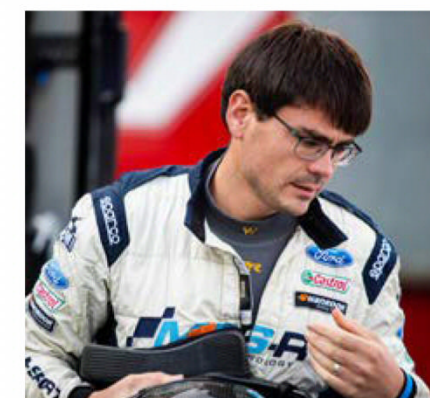
"We did five events with Hankook last year as part of a development programme but

we're doing the full championship this time and I'm confident the work we did in 2021 will have paid off," said Cronin, who is making the switch from a Ford Fiesta Rally2 to a Volkswagen Polo GTi R5 supermini.

"I'm looking forward to getting out there with the Polo," he said. "The top two drivers in last year's British Rally Championship – Matt Edwards and Osian Pryce – drove them. They are a strong and well-engineered car. They seem to be especially suited to rallying in this part of the world."

Cronin gave fans – and rivals – a glimpse of what lies in store prior to next weekend's BRC opener at Rally Tendring and Clacton in Essex at this month's Birr Stages. The 35-year-old was on course for a runner-up finish only for a driveshaft on the family-owned car to fail on the penultimate test.

"We entered Birr as a test session really – it was our first event in the



Cronin had Birr mileage

car and our first dry Tarmac rally since 2018," said Cronin. "It would have been nice to finish but it's better the prop shaft went there rather than next weekend. Josh Moffett had won three rallies prior to Birr but we matched him on one stage and had an outright fastest time on another – so that is a cause for optimism."

● *Full British Rally Championship preview, pages 14-15*

PEARSON PARTNERS WITH HANKOOK TYRES FOR BRC

Garry Pearson's 2022 British Rally Championship campaign will be in conjunction with Hankook as he'll help the tyre brand develop its range of rubber for the UK.

Pearson – who won an unprecedented four national titles with a Skoda Fabia R5 in 2021 – will switch to an RLA Autosport Ford Fiesta Rally2 this term and will also have a new co-driver in Dale Furniss who replaces Niall Burns.

"I think the clear thing is our campaign this year is as a development campaign, so we are trying to improve the tyre offering for the UK," Pearson told MN. "I guess in some respects it's not like an out-and-out title charge, as much as everybody will think 'they're just saying that' actually we're not. We know we've got a good tyre in certain areas, certain conditions, but we want to try and improve on that tyre as well."

Pearson has never contested a

full BRC campaign in the top class before, so is relishing the chance to fight the very best in British rallying. "To be honest with you I never thought I would get out of national-level rallying," he said. "It means a lot to me to have a chance to go and do the British championship. Rally on rally we are improving and working very, very hard as a team – not only myself as a driver but the whole team – we're looking at every little aspect we can improve.

"We're realistic about our chances on Clacton, obviously we're looking forward to getting onto the Jim Clark [Pearson's local event]. I think we can be competitive at the Jim Clark but Clacton, new car, I think we've got to be realistic."

Alongside his seven-round BRC campaign, Pearson has already entered the Border Counties Rally in May but isn't expected to do any more rounds of the BTRDA.



Hankook will supply tyres for Pearson's BRC attack



Pryce wants to go one better than '21



VW man has title hopes

PRYCE RE-ENERGISED FOR BRC TITLE ATTACK

Osian Pryce says he hasn't looked forward to a rallying season as much in years as he bids to finally claim the British Rally Championship title in 2022.

Having taken the fight to Matt Edwards down to the penultimate stage last season, Pryce is the favourite this season. But Pryce said there were times last year where he didn't enjoy

his rallying, and he's worked in the off-season to rectify that.

"There were times when I thought I'm done with this, there were instances last year that I didn't enjoy," Pryce told MN. "Especially at the tail end of last year it was a bit of an extreme case what was going on personally in my circle as well, but now I've tried to think 'what

made me not enjoy last year at times' and list them out and made some changes to help that, and I think I've done that.

"When we said yes, we're going to go with it, it was the first time in a very long time I've been looking forward to starting a championship," he added. "It's always a bit of a rush and this week's been mad but generally

I'm looking forward to it, and I don't always look forward to it this much."

The BRC season gets underway this weekend on Rally Tendring and Clacton and having finished as BRC runner-up three times before, Pryce's objective is clear: "We need to win, it's simple. I can't go and say 'aw we'll see how it goes'. The job's got to be done."

LEPLEY REASSESSING PLANS AFTER MISSING CLACTON

George Lepley isn't giving up on the British Rally Championship quite yet despite missing this weekend's Rally Tendring and Clacton, but admitted he is weighing up his season options.

Lepley, who two years ago had planned to contest Junior BRC before a sponsor pulled out at the last minute, had targeted a

BRC1 campaign this season but hasn't managed to agree a deal in time for round one.

"The plan hasn't changed, the plan is still trying to find the best opportunity to go forward with my rally career as such, it's just that age-old question of what step do you take next? It's really hard to decipher," he told MN. "Of course I'm not going to give up, but now we're not going to make the first round it kind of gives me a chance to reassess and really think what's the best route forward. I've just seen that Junior European Rally Championship this year has got a pretty fantastic [Junior WRC] prize, so I don't know whether to turn efforts onto focusing on something like that."

Lepley has recently been in competition though, competing at last weekend's British Rallycross Championship opener at Lydden Hill in an RX150 buggy.



Lepley: plans are on hold

RALLY NEWS

Photos: Jakob Ebrey, Ben and Paul Lawrence

SWEET LAMB RALLY TIME TRIAL TO RUN THIS JUNE

The Sweet Lamb Rally Time Trial concept, first proposed during 2020 as a means to restart rallying, has been reinvigorated and will run later this year on June 26.

Run by Newtown Motor Club, the event will offer competitors six passes of a four-mile stage, three times in each direction, with a chance to recce it in their competition car too. Organisers are hoping to keep the entry fee at just under half that of a BTRDA rally, while up to 50 entries can be accepted.

Event spokesperson Steve McPhee said: "I was getting a few questions at the back end of last year about what happened to the event, and we've still got a people that are interested in coming. There's a demand for an event up at Sweet Lamb again. "Newtown Motor Club has a big enthusiasm for it. It could be a good event for a novice co-driver because it's just one stage. Timing is also in our favour as we're two weeks before the Nicky Grist so that's probably quite a sweet spot. It could be a popular event."

NORTH WALES BOSSES PROMISE ROAD QUALITY REVIEW

The organisers of Rally North Wales have pledged to work on the road quality issues that badly impacted last month's rally.

There was criticism over the condition of the stages in Dyfi, Pantperthog and Gartheiniog and cars were damaged by rough sections of stage. Sumps, exhausts, suspension, wheels and tyres were all wrecked.

Guy Weaver, a leading co-driver in the British Historic Rally Championship, is also chairman of the event organising club, the Wolverhampton and South Staffs Car Club. Weaver said: "We appreciate the problem and are doing everything we can to rectify it for 2023."

These stages are usually considered to be some of the UK's best but had been affected by recent forestry harvesting work.



Bogie last won the event in 2018

BOGIE CHASING 10TH SPEYSIDE STAGES VICTORY

Mini JCW WRC man to tackle his favourite rally event but no 2022 plans as yet

By Luke Barry

David Bogie will bid for a 10th Speyside Stages victory this weekend but isn't committing himself to a full Scottish Rally Championship campaign.

Bogie has waited three years for another chance to extend his

Speyside record having led in 2019 but retiring when a small circlip broke in his Skoda Fabia R5's steering rack. The rally hasn't run since due to Covid-19.

"It's an event I'm really comfortable with," Bogie told MN. "I love the nature of the stages, it's typically nice shallow

ditches and cambered roads and you can use a good percentage of the road so it's an event that obviously suits my driving style and I've always had good luck on and good memories from, so hopefully we'll be able to do the business this weekend."

Bogie will continue to drive the

McGeehan Motorsport Mini JCW WRC but there's a change in the co-drivers' seat as Barney Mitchell steps in for the first time. After the Speyside, Bogie will also enter the next SRC round – the Jim Clark Reivers Rally – but isn't convinced he'll see out the Scottish season. "It's certainly not off the cards

[but] it's probably not our intention at this stage," he said. "We'll just do the rounds, enjoy the rounds, enjoy driving the car and then if that leads to a full championship, great. I'm almost enjoying these relaxed plans at this stage – you've got no pressure and just doing rallies we want to do."

PAYNE READY FOR CLACTON CHALLENGE

Elliot Payne will contest his first closed-road asphalt rally on this weekend's Clacton and Tendring Rally.

Payne has been a BTRDA frontrunner on gravel events in recent times but will now start a parallel British Rally

Championship campaign on the Essex event.

"We're all ready to go and it will be a new challenge," said the Yorkshire teenager.

He will have a test in his Ford Fiesta Rally2 over the Warcop ranges this week so get some

further asphalt miles under his belt.

After the Clacton event, the Fiesta will be switched back to gravel specification for the Border Counties Rally on May 14, round three of the BTRDA season.

Payne has BRC ambitions



Ceen is plotting a bid for the Welsh championship

CEEN IS A CHIP OFF THE OLD BLOCK

Ben Ceen, the latest member of the Ceen family rallying dynasty, is tackling the Welsh championship this year in a Ford Fiesta R5 run by MSL Motorsport.

Ben, 31, is the son of Richard and the nephew of Bob and all three have been rallying together this season. The recent Rallynuts Stages was only his second

event in the Fiesta after four rallies in a Peugeot 106.

"It's a big learning curve and we're just building some confidence," said Ceen. "The Welsh championship is our priority and it's our home event next, the Plains Rally."

Ben finished an encouraging 16th overall on the Rallynuts Stages.

GARDENER SHOWS PROMISE WITH RALLYNUTS RESULT

Fourth overall on the Rallynuts Stages was another promising result for Perry Gardener as he gains experience of driving a Ford Fiesta R5.

The Ludlow driver has been rallying for four seasons but the Rallynuts was only his 28th rally and his fifth in the ex-Teemu Suninen Fiesta R5. Previously, he competed in a Vauxhall Nova.

The ex-mountain bike racer is the son of former BTRDA frontrunner Shaun and is chasing the BTRDA championship in the Graham Quick-run car.

"It's serious fun but it's a lot of work to get it running," said Gardener, who will contest his local Woodpecker Stages in early September. "The Woodpecker will be a big deal," he added.



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SPORTING SCENE NEWS

MENZIES READY TO KICKSTART BATTLE FOR A HAT-TRICK OF BRITISH HILLCLIMB CROWNS

Plethora of former title winners make life tough for defending champion as new campaign begins

Photos: Paul Lawrence, Ant Jenkins, Colin Casserley



Menzies is chasing a third UK crown

By Paul Lawrence

Wallace Menzies will open his bid for a third straight British Hillclimb Championship title when the 2022 season opens at Prescott on Sunday. Scotsman Menzies and his sensational Gould GR59 won the title in 2019 and again in 2021, with the 2020 season lost to Covid. This year will be the 75th anniversary season of the BHC and five of the original

1947 hills, Prescott, Shelsley Walsh, Craigantlet and Bouley Bay, are still on the schedule. This year’s competition will be across 30 rounds at 13 events and 10 venues, with only Prescott, Shelsley Walsh and Harewood featuring twice on the calendar. Menzies faces another huge challenge in a field that includes the champions from 12 of the last 13 seasons. Former champions in the field include Scott Moran (Gould

GR59), Trevor Willis (OMS 28) and Alex Summers (DJ Firestorm) and it was 2015 champion Summers who ran Menzies closest last year. Only Sean Gould from last year’s top 12 finishers is not registered for 2022 but his latest Gould GR59 will be there to be shared by Will Hall and Matthew Ryder. While Ryder makes the step up to the top single-seater class, Hall moves across to the state-of-the-art Gould after a troubled 2021 in his Force and is expected to be a major contender.

SPORTING TRIALS: BY DUNCAN STEPHENS

APRIL 9-10

KING KINGSLEY AND BICKNELL SHARE THE GLORY ON A BUSY TRIALLING WEEKEND

In the sixth round of the British Sporting Trials championship, reigning BTRDA Gold Star champion Simon Kingsley took a narrow win from form man Thomas Bricknell at the event named after the late Stuart Butterfield. Conditions were drier than expected with nearly half the entry still clean after the first round. Uncharacteristically Bricknell immediately made a mistake and dropped back to 11th but battled

back to second overall at the finish. Kingsley completed the trial error-free and become the only person to beat Bricknell this season for the win. Richard Sharp completed the podium tying with Bricknell on just seven points having a slightly poorer third round. Thomas Bricknell fought back from defeat the previous day to win the Stone Trough Sporting Trial dropping just a single point, to take his fourth win of season. Seven

different hills from the previous day on the vast venue proved significantly drier necessitating 10psi limits. With one round to run Trevor Aston, visiting from Northern Ireland, was still clean but dropped a three on his last few hills. Mike Salton completed the podium dropping eight points all day, including an expensive five on the last round. Results Stuart Butterfield Sporting Trial Organiser: Northern Phoenix Trials Car Club When:

April 9 Where: Eden Hall, Penrith Starters: 28. 1 Simon Kingsley (Crossle) 6 marks; 2 Thomas Bricknell (Crossle) 7 marks; 3 Richard Sharp (Cartwright); 4 Mike Salton (Hamilton); 5 Bill Rhodes (Cartwright); 6 Harry Barr (Crossle); 7 Barry Hogg (Hamilton); 8 David Webster (Crossle); 9 Bob Packham (Kincraft); 10 Boyd Webster (Crossle). Stone Trough Sporting Trial Organiser: Northern Phoenix Trials Car Club When: April 10 Where: Eden Hall, Penrith Starters: 25. 1 Bricknell 1 mark; 2 Trevor Aston (Crossle) 3 marks; 3 Salton; 4 George Watson (Hamilton); 5 Bob Packham (Kincraft); 6 Sharp; 7 Arthur Carroll (Sherpa); 8 Matt Sharp (Sherpa); 9 Barr; 10 Mark Milne (Crossle).



Simon Kingsley took Butterfield victory

BRISCA F2 ROUND-UP

Lobb bides his time to pounce for glory



Teenager Charlie Lobb took the second BRISCA Formula 2 final win of his career on Good Friday at Taunton. While last month’s Taunton winner James Rygor was eliminated early on, Lobb made quick progress to run second behind heat winner Dave Sansom. But the Cornish youngster then struggled to catch the in-form Sansom as one-time British champion Steven Gilbert moved into third and began hunting the pair down. For the third time this season, Sansom would be denied in the closing stages. A spinner forced the leaders wide, closing the group up, before Lobb used his bumper to dislodge Sansom on the penultimate lap. Gilbert followed through a lap later but was unable to challenge Lobb. Gilbert went one better in Easter Sunday’s World Championship qualifying round at Mendips Raceway near Bristol where the Cornish racer headed home Rygor and Scottish pair Liam Rennie and Gordon Moodie in the main event. One-time world champion

Kelvyn Marshall won at Skegness on Good Friday while Gordon Moodie lost out in the last-bend sort-out, and Gregor Turner continued his strong early-season form at Cowdenbeath the next day. Turner led from flag to flag as he recorded his first final win for over three years. Mark Paulson

Results Organiser: Autospeed When: April 15 Where: Smeatharpe Stadium, Taunton Starters: 42. 1 Charlie Lobb; 2 Steven Gilbert; 3 Dave Sansom; 4 Matt Stoneman; 5 Dale Moon; 6 Aaron Vaight; 7 Tommy Farrell; 8 Paul Rice; 9 Ben Borthwick; 10 Joe Marquand. Organiser: Skegness Stadium When: April 15 Where: Skegness Stadium Starters: 43. 1 Kelvyn Marshall; 2 Dan Roots; 3 Adam Rubery; 4 Harley Burns; 5 Charlie Guinchard; 6 Ben Germany; 7 Craig Driscoll; 8 Ben Bate; 9 Jessica Smith; 10 Liam Rennie. Organiser: GMP Scotland When: April 16 Where: The Racewall, Cowdenbeath Starters: 14. 1 Gregor Turner; 2 Chris Burgoyne; 3 Euan Millar; 4 Steven Burgoyne; 5 Paul Reid; 6 Craig Wallace; 7 Gordon Moodie; 8 Kieran Howie; 9 John Hogg; 10 Graeme Leckie. Organiser: Mendips Raceway When: April 17 Where: Mendips Raceway Starters: 34. 1 Steven Gilbert; 2 James Rygor; 3 Liam Rennie; 4 Gordon Moodie; 5 Harley Burns; 6 Adam Rubery; 7 Mark Gibbs; 8 Rob Mitchell; 9 Harrison Bryant; 10 Dan Kent.

BRISCA F1: SKEGNESS BY COLIN CASSERLEY

APRIL 15

TOP MARKS FOR HARRIS ON TARMAC AGAIN

Tom Harris picked up his second Tarmac final win of the year at Skegness on Good Friday to maintain his hot form over the sealed-surface side of the sport. Jon Horne, who had earlier in the evening won his heat race, took the early lead in the final with Drew Lammas in pursuit. Further back, Frankie Wainman Jr and Luke Davidson were marching towards the front of the pack until they were caught in a multi-car pile-up on Turn 2. With the track blocked, a caution period was called to clear the circuit. Wainman and Davidson rejoined the race, but at the back of the field. Horne led the restart, but Harris was beginning to slice through the field and soon muscled his way into the lead. Horne held on to second spot while Lammas and Kyle Gray tangled bringing out the second

caution of the race. Harris pulled away at the restart to take a comfortable win over Charlie Sworder and Paul Hines, who both passed Horne. Horne slipped out of the top 10 by the end of the race. Winner Harris said: “Although I won at Hednesford, I didn’t qualify through my heat so only scored half-points so that means this win feels better as I got second

Harris: the top man on Tarmac



in my heat and score full points. I hope we put on a good show for the fans. They turned up tonight in big numbers tonight, so thanks to them for supporting us.”

Results Organiser: Skegness Raceway, BRISCA F1 When: April 15 Where: Skegness Starters: 40. 1 Tom Harris; 2 Charlie Sworder; 3 Paul Hines; 4 Luke Davidson; 5 Shaun Webster; 5 Frankie Wainman Jr; 6 Mat Newson; 7 Finn Sargent; 8 Phoebe Wainman; 9 John Fortune; 10 Tyrone Evans.

BRISCA F1: BRADFORD BY COLIN CASSERLEY

APRIL 16

NEWSON BUILDS UP HIS OWN WINNING FORMULA



Mat Newson picked up a late final lead

Mat Newson spends a lot of time building and maintaining cars for others, so much so that his own new shale car was delayed for almost a year. But the wait was worth it as he chalked up his first final win of the season at Odsal on Saturday night. To make things even sweeter for Newson, a new car he built at the start of the season for Chris Farnell followed him over the line. Farnell took the lead at the drop of the green flag with Mick Haworth on his tail. A series of yellow flags early on in the race thinned out the field. Just before the halfway mark, Newson had moved

into third place with Tom Harris making his break from the back of the pack into fifth before a yellow flag bunched the field for one last time. On the restart, Farnell maintained his lead until Newson nudged his way into the lead. A few laps later, Harris made his move and grabbed the lead from Newson but, with two laps to go, Harris’ right rear tyre started to go down. That allowed Newson and Farnell through while Harris held on for third. A delighted Newson said: “We have had some decent results so far with this car, but we keep working on it and it is getting better and

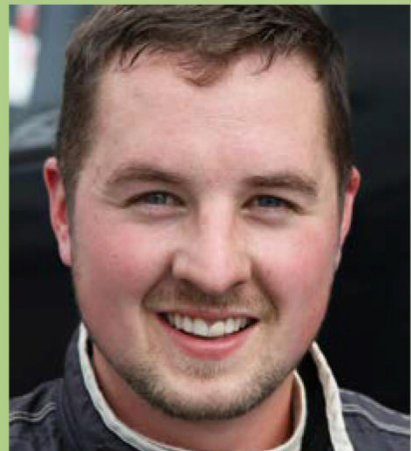
better. I got a bit of luck, but I have had my share of bad luck over the years, so it is good that it went my way for once.” Farnell said afterwards “To be on the podium with Mat Newson and Tom Harris – two guys that are at the highest level in the sport – makes me very honoured. Thanks to Mathew Newson Racing for just having the car 100% for me week-in week-out.” Results Organiser: YorStox, BRISCA F1 When: April 16 Where: Odsal Stadium, Bradford Starters: 36 1 Mat Newson; 2 Chris Farnell; 3 Tom Harris; 4 James Morris; 5 Sam Briggs; 6 Mick Haworth; 7 Mal Brown; 8 Paul Hines; 9 Frankie Wainman, Junior Jr; 10 John Lund.

HISTORICS

DOWN THE PUB

ANDREW PARK

Historic FF2000 racer
Age: 30 Lives: Millom, Cumbria



Park put on mercy mission

He took aid to Ukraine

"I was just sitting there one night with my wife Megan watching the news. I said: 'It's just hard to imagine that these people were doing what we're doing and now they've got nothing. If it was the other way around, I'd like to think someone would help you and Vinny.' Our son is coming up to his second birthday."

He runs a haulage firm

"Suddenly everything's been taken away from them and they've just got what they are stood up in and I just thought I'd like to do something. What have I got that I can do something with? It was obvious, really, because we've got a haulage business."

He had plenty of help

"I once rented a truck off a guy called Stephen Whitehead who owns Border Trucks in Carlisle. It was a couple of years ago when we were talking and he was talking fondly of Ukraine; his wife was Ukrainian. He's got family and friends there. I sent him a message saying I was really sorry to hear about what's going on and it sort of went from there."

They took what was needed

"Stephen had a contact with this company called Recycling Live. They have a large Polish workforce, who had contacts out there so we got a list of exactly what they wanted. They collated all the goods and it was palletised and loaded onto a trailer. My friend Mark James has his own haulage company. I said I was looking for a second man as you're stuck in a wagon for four or five days and you need to get on. He said he'd come."

Stena Line helped a lot

"Then we were really lucky because Stena Line kindly donated both crossings. That saved us thousands of pounds and they gave us a cabin each so we got a good night's sleep and hit the ground running when we got to the Hook of Holland."

It was 60 hours of driving in total

"We did the journey to Poland in about 20 hours. We stopped overnight and were unloaded the next day and then it was back to the Hook of Holland. We went from Harwich which was eight hours back to home. We didn't start off with any ideas but we just wanted to do something."

Drybrough enjoyed
Brands outing



Photos: Paul Lawrence

BRABHAM FORMULA ATLANTIC PAIR RETURN TO THE RACE TRACKS

Classic single-seaters back on track after restoration for full season

By Paul Lawrence

Two 1971 Brabham BT35s returned to racing during the Formula Atlantic races at Brands Hatch earlier this month.

Both cars have been restored to immaculate condition and prepared for racing by Neil Fowler's team and should be seen regularly this season.

Historic Formula Ford racer Ross Drybrough had his debut

in his stunning BT35 chassis X-2, which was built new in 1971 for hillclimber Tony Griffiths with a Repco V8 engine.

The car was later raced by Sean Mooney in Historic F2 trim and restored by Simon Hadfield. It was then sold to Japan in around 2008 but came back seven years later. Drybrough has owned the car for several years and entrusted it to Fowler to be brought back

to race-ready trim.

"It's the car I always wanted to build up to," said Drybrough of the 1600cc BDA-engined car. "It's a very different beast to the Formula Ford, and I've never driven on slicks before, but the grip is amazing. It's a car I can take to some really nice tracks." He still plans to do a full Historic Formula Ford season in his Merlyn Mk20.

Meanwhile, hillclimber Michael Bainbridge ran a

freshly rebuilt BT35. Chassis 48 started life as a Formula 3 car in Italy before being converted to Formula 2 specification. It was later damaged at Spa and parked up for 12 years.

"I got it in 2019," said Lincolnshire-based Bainbridge. Brands Hatch was his first race in it and he plans several more outings as well as doing Historic Formula Ford in a Lola T200 from Fowler's team.



Jeremy Clark put his previous misfortunes behind him

Clark pleased to get 2022 show on the road

Lotus Elan racer Jeremy Clark was relieved to finish both 70s Road Sports races at Brands Hatch recently after a disastrous 2021 season.

At the start of last year his engine dropped a valve at Snetterton in the opening race of the season. To try and keep his title defence running, Brian Mitcham offered the loan of his Elan, but that caught fire on the rolling road.

Clark's own Elan was then rebuilt in time for Cadwell

Park in June, but the head gasket blew on the second lap of testing. Next time out testing at Snetterton more major engine problems prevented him running and he seriously considered packing up the sport in frustration.

However, with the engine now rebuilt by Craig Beck, Clark has started the 2022 season with renewed enthusiasm and had two great races at Brands to set up another title bid.

MILNER'S MOTOR GIVEN CLEAN BILL OF HEALTH

Yorkshire rallying sensation Adam Milner has had his 1600cc engine declared fully legal after a series of giant-killing performances in his Ford Escort Mk1 Mexico.

Milner and co-driver Roy Jarvis beat many more powerful cars on both the Roger Albert Clark Rally in November and the recent Rally North Wales. In order to satisfy any speculation,

the engine was sealed on Rally North Wales and subsequently stripped and inspected by a Motorsport UK scrutineer.

The engine was found to fully comply with historic regulations. "I'm pleased to report that the Mexico is 100% legal," said Malton-based Milner who has won many admirers for his committed driving style in the under-powered car.



Milner has turned heads with his pace in the Ford Escort Mexico



Harrison took podiums on his Atlantic debut

HARRISON THRILLED WITH PODIUM BRACE AT BRANDS

Samuel Harrison gave his Formula Atlantic Lola T240 a debut run at Brands Hatch two weeks ago and claimed two podium finishes.

Although teenager Harrison's main focus is Historic Formula Ford this season with the Speedsport team, he does plan to run the Lola from time to time.

The 1970 chassis, number

15, was shipped direct to the US late in 1970 when new and only came back to the UK in 2010. It is thought that Brands Hatch marked the car's first race since 1978 following a major rebuild by Harrison's father Mike.

"The Formula Ford programme comes first, but we'll race this when there is time," said Harrison Sr.

IN BRIEF

Waterfield's win

Vintage Sports-Car Club and 500cc Formula 3 racer Tom Waterfield, 24, has embarked on a season of Formula Junior racing in the one-off Hillwood owned by fellow 500cc F3 racer Xavier Kingsland. Waterfield has been entrusted with the front-engined car for the season and started well at Brands Hatch recently with a class win. "The car is on loan, but I plan to do most of the season in it. Xavier invited me to race it," said Waterfield.

Elan man is back

Lotus Elan racer Chris Merrick competed on the Brands Hatch Indy circuit for the first time in more than 40 years earlier this month in the Historic Road Sports race. Though he has raced regularly on the Grand Prix circuit in recent years, former hillclimber Merrick had not been on the Indy circuit since his early days racing an MG Midget in 1981.

Hanjoul's return

Belgian racer Louis Hanjoul returned to racing for the first time in two-and-a-half years at Brands Hatch earlier this month when he ran his Argo JM1 in the Classic F3 races. Hanjoul regularly commutes to the UK for race weekends but had not been for two seasons due to Covid. He now plans to cross the channel regularly this season to race both the Argo and his Lola T200 in Historic Formula Ford.

Meeke for Tralee

Kris Meeke, co-driven by his father Sydney, will take part in the Deja vu Tralee in Ireland on Saturday May 28 in the one-off Meeke Project X, a four-wheel-drive Opel Corsa from 1996. The project was abandoned when Opel pulled out but the car has now been acquired and rebuilt by the Meeke family. Barry, brother of Kris, will drive the famous ex-Stephen Finley Ford Orion, another Sydney Meeke car, on the demonstration event.

Drennan's FF2000 run

Peter Drennan, the 2020 Historic Formula Ford 2000 champion, returned to the category for this year's season opener at Brands Hatch. The Irishman raced the Royale RP27 formerly owned and raced by Michael Conway and despite battling a down-on-power engine finished seventh overall in the second of the two championship races. He will now contest selected events this year and hopes to take in some overseas races as well.

Hadfield spanners

Simon Hadfield has turned the clock back 45 years to look after the Formula Ford 2000 car of Adrian Reynard. In 1977, the young Hadfield spent time running two works Reynard FF2000s for Reynard himself and Jeremy Rossiter. Hadfield has always been a fan of Reynard's pace behind the wheel and the race car constructor has now returned to racing in Historic FF2000. "The two fastest drivers I ever worked for were Keke Rosberg and Adrian Reynard," said Hadfield.

FEATURE

Photos: Chicane Media, SMJ Photography

NEIL ROSKELL: RALLYING'S NEW TARMAC STAR

*Fresh from winning the MN Circuit Rally Championship, Neil Roskell is preparing for another Asphalt Championship attack. But his rallying is about far more than success on the stages. By **Luke Barry***



An Asphalt return is on the cards for Roskell

Whenever a new champion is crowned – particularly if they're a first-time winner – it's impossible not to feel happy for them.

But nobody merely feels happy for Neil Roskell, the newly crowned Motorsport News Circuit Rally champion. Everyone is delighted, over the moon and emotional even. Roskell's rapid rise to the top is special enough, but it is even more so when you factor in the tragic twist in the tail.

Roskell's rallying career began in 2019 with a Subaru Impreza after watching his local event, the North West Stages, and wanting to have a go himself. He showed good promise but the move into a Ford Fiesta R5 last year revolutionised things. On just his eighth start in the car he was a winner – over the fearsome Epynt ranges no less – but there were a mix of emotions as he crossed the line.

"When we won Epynt [last October] my son was in hospital at the time, our Nathan, so I'd put a sticker on my car saying 'keep fighting Nathan'," Roskell tells MN. "I went to Oulton Park for the first [MNCRC] round [a week later] and I thought 'I'll just go and do a couple of rounds and that'll do.' We'd done alright at Oulton Park and came third, and my lad was in hospital watching and he was absolutely made up, but the following week he died."

"He was only 22 years of age, and it rocked us completely. We sat there and thought to ourselves 'what do we do?' One of the big things with Nathan is he loved me going rallying and he was incredibly proud of me getting my first win at Epynt. We had a rally in a week's time after he'd just died, and it was very hard for me to go but we went to Cadwell and we won at Cadwell. I don't think anybody would've beaten me that day, it was like I was going out there to do it for our Nathan."

It's a feeling Roskell has carried with him ever since. Hopefully few of us can resonate with Roskell's situation, but we can all understand and appreciate the sheer grittiness of his drive to get back out in a rally car so soon and turn in a result for his son.

"We were getting so much support from the rallying community because of the loss of Nathan and we got a strength from it, from going to the Motorsport News Circuit events, keeping going to rallies because it kept us occupied," he says. "We knew that Nathan would want us to do this, so I sat down with the family and they agreed 'yeah keep going, let's keep rallying.' And every time I was going to the MN Circuit rounds I was in the top three, and I'm like 'hang on a minute, I'm coming to second to Frank Bird, this'll do me this.'"

"We just carried on and pushed as hard as we could. Obviously when we went back to Cadwell for the final round I just had it in my mind that I need to win the championship, I'm not worried about



Roskell was surprised with pace

trying to win the event although it would be nice, it was just ironic that my first MN win was at Cadwell when we lost Nathan and then to win the championship there on our revisit was absolutely brilliant.

"I want to dedicate the championship win to my son because that's why we've done it. We're so proud that he got to see us win [Epynt], he loved it, loved coming to rallies. But I couldn't believe it [that we won], it shocked me. We had a breakdown at Donington but we were on the podium on every other round, so it was unbelievable. We've just got to do the same on closed roads as well!"

There's every chance that he will, too. Roskell was third in last year's Asphalt



Roskell finished fourth on the Asphalt Pokerstars contest last year

standings and, alongside co-driver Andrew Roughead, is plotting a full Asphalt season as well as trips to the Manx Rally in May and Mull at the end of the year. Everything appears to be falling into place.

"We've obviously got some pace and it shocked me, I didn't realise we were as quick as what we have been. I knew I could drive – I'm not trying to be arrogant there or anything, I did a lot of quad bike racing and I was quite good at that back in the early 2000s, but to start getting the results in R5 was incredible. But the R5 works for me. The Subaru was OK, it was fast, but I couldn't get the car to do what I wanted it to do. As soon as I got into the R5 it was a night-and-day thing. I've had a couple of lessons with Matt Edwards and he's pushed me on leaps and bounds, he got me to understand how the R5 works and now when we go out, all these little things now I can start putting them into place and it's like Andrew said to me 'we're only just getting going together'. When we come out of a stage, I look at the times and think what did we do wrong there? Where can I get better? And I want to work at it."

It's an approach similar to the preceding

MN Circuit champion and one of Roskell's Asphalt rivals this year, Mark Kelly. The pair have quickly become good friends through rallying, and Kelly has been impressed with what Roskell has managed to achieve.

"Firstly, and I know a lot of people will say the same, you couldn't wish to meet a nicer family and it's really nice how we've found each other in this sport, become mates and now at rallies that we both compete in we look to team up," Kelly tells MN. "We've shared the spares package, so we've got an incredible spares package between us where I've bought certain things and he hasn't and vice versa, and through the sport we've got to know each other well. I think he's done a fantastic job."

"He's another guy that just will give everything, in terms of personal effort and dedication, to be the best that he can be at whatever he does. He's just got that in him. I think I've got that in me. [But] to hold it together as he has done after the absolute tragedy of Nathan passing away... I couldn't wish for that title to go onto anybody more deserving than Neil and the Roskells." ■

"We agreed to keep on rallying"

Neil Roskell



Roskell has been the form man in the MN Circuit series in 2021-2022

BRC PREVIEW

PRYCE'S YEAR? THE LOWDOWN ON THE
Luke Barry speaks to the leading contenders ahead of a new era of the

Five months ago, Osian Pryce was on his hands and knees clambering out of his Volkswagen Polo GTI R5 that had suddenly rolled into a Northern Irish field.

Hardly dignified, hardly happy – his shot at winning the British Rally Championship had lasted until the penultimate stage of the season, but ultimately the spoils went to Matt Edwards for a record-breaking third consecutive time.

This year, it's time for revenge. With Edwards gone, Pryce is back and armed with the exact same car from the same Melvyn Evans Motorsport with the same co-driver, Noel O'Sullivan, calling the notes. The task is clear: finally grab that title that's eluded him for so long.

"We need to win, it's simple," he says. "I can't go and say 'aw we'll see how it goes'. The job's got to be done and, if the job is done, then that's it the box is ticked and then it'll be onto the next task then. We didn't do all the learning last year for nothing and I'm glad in some ways we can put all the learning to good effect, it would be a shame otherwise."

Rallies are won on the stages, not on paper, but heading into the season there's no doubt that Pryce's chances of righting his wrong look strong. He's the only BRC1 competitor starting this weekend's Rally Tending and Clacton who's competing in the same package as he was in 2021.

"Noel and I spoke about it – we've got, not a different approach but we felt last year we were hunting but I think we will be hunted this year," Pryce says. "We're the ones with the target on our backs this year. It doesn't really change anything, but it gives us a little bit more confidence that we've been there and done it before and on paper we should be the favourites, but we still have to do the job."

If Pryce represents a known quantity, Keith Cronin brings the proven class. A four-time BRC champ, Cronin had an indifferent return to the series last season but swapping Fiesta for a Polo could be enough to unlock his true potential. "I'm confident the work we did in 2021 will have paid off," he says. "I'm looking forward to getting out there with the Polo, the top two in last year's BRC drove them, they're a strong, well-



Cronin has a new motor



Pryce hopes experience from 2021 will help him

CALENDAR

British Rally Championship 2022

RND	WHEN	WHERE	SURFACE
1	April 23-24	Rally Tending and Clacton	Tarmac
2	May 27-28	Jim Clark Rally	Tarmac
3	July 9	Nicky Grist Stages	Gravel
4	August 13	Grampian Forest Stages	Gravel
5	September 3-4	Rali Bae Ceredigion	Tarmac
6	September 23-24	Trackrod Rally Yorkshire	Gravel
7	October 29	Cambrian Rally	Gravel

ENTRY LIST

Rally Tending and Clacton BRC1

NO.	DRIVER/CO-DRIVER	CAR
2	Osian Pryce/Noel O'Sullivan	Volkswagen Polo GTI R5
3	Jason Pritchard/Phil Clarke	Volkswagen Polo GTI R5
5	Keith Cronin/Mikie Galvin	Volkswagen Polo GTI R5
6	Ruairi Bell/Max Freeman	Skoda Fabia R5
8	Garry Pearson/Dale Furniss	Ford Fiesta Rally2
10	James Williams/Dai Roberts	Hyundai i20 R5
11	Elliot Payne/Tom Woodburn	Ford Fiesta Rally2
15	Andy Davies/Rob Fagg	Ford Fiesta R5

Junior BRC

NO.	DRIVER/CO-DRIVER	CAR
23	Eamonn Kelly/Conor Mahon	Ford Fiesta Rally4
24	Ola Nore Jr/Jack Morton	Ford Fiesta Rally4
32	Kyle White/Sean Topping	Peugeot 208 Rally4
33	Fraser Anderson/Sinclair Young	Ford Fiesta Rally4
34	Johnnie Mulholland/TBA	Ford Fiesta Rally4
53	Ioan Lloyd/Sion Williams	Peugeot 208 Rally4
54	Kyle McBride/TBA	Ford Fiesta R2T

engineered car and seem to be especially suited to rallying in this part of the world."

Jason Pritchard is another member of the Polo party, jumping into the BRC for the first time since 2011. He's also another with title-winning pedigree, albeit in the Historic and Asphalt championships. "We've won six championships the last six seasons shall we say so we know what it takes to win," he warns. "It's not going to be easy. I've always said this: you've got your national championships, BTRDA and stuff, that's one level, the British championship's the next, ERC's another and then

WRC's another level again. Until people actually compete in those championships they can't appreciate the difference in pace each championship has. It'll be interesting to see what the pace is like in the BRC. I'm looking forward to it like everyone else."

Perhaps the driver with the most to prove this season, however, is Garry Pearson. After winning an unprecedented four national championships last year, the Scotsman has stepped up to the BRC's top category and has secured an elusive Hankook tyre deal and a Ford Fiesta Rally2 to do it. Pearson's keeping his powder dry.

"I think the clear thing is our campaign this year is as a development campaign," he says. "I guess in some respects it's not like an out-and-out title charge, as much as everybody will think 'they're just saying that' but actually we're not. We're not there to make up the numbers by any stretch but it is probably part of a longer-term strategy to win the British championship."

There's no such caution from young charger James Williams though. Entering his first proper R5 campaign in a Hyundai i20, the Welshman fully backs himself to be able to compete right from the off. "At the end of the day it's say

15-20 guys who are all just human and are all just going rallying, and I honestly don't think anyone's unbeatable – I genuinely don't," he says. "I just want to make sure we make our mark this year and I'm sure we will. I've got all the elements to do it, I just need to do it. I've got to go to the first rally with the mindset that we're going to absolutely give everything and see where we stand. If it's not enough, we go away and we work harder."

Also in the mix is Rally4 graduate Ruairi Bell who lines up in a Skoda Fabia R5, while teenager Elliot Payne progresses from the National title division

to the main field with plenty of promise but a lack of Tarmac experience. Andy Davies is another intriguing addition, mounting his first campaign in an older-spec R5 following years of giant-killing in a Subaru. Rally Clacton and Tending and Rali Bae are brand new to the championship while the return of the Jim Clark brings plenty of excitement. Nicky Grist Stages, Grampian, Trackrod and Cambrian all remain from last year. What won't remain though is the series champion. There will be some story to tell come the finale in Wales this October. ■

2022 BRITISH RALLY CHAMPIONSHIP

hardest-fought rally series in the UK

Photos: Jakob Ebrey



O'Sullivan and Pryce have the title in their sights

Garry Pearson will step up in the Ford Fiesta Rally2



THE STARS OF TOMORROW

A new champion is guaranteed in Junior BRC as William Creighton has moved on and, in theory, Eamonn Kelly is the odds-on favourite to win given his superb form last year.

"It's a new year and a new start so it's hard to say," Kelly cautions. "It's a clean slate and I feel refreshed heading into the season, but then again so

will all the other drivers. It's the Junior BRC – the competition is always going to be tough. But I feel like a new driver coming into this season."

Kelly's biggest threat could well be Kyle White who has upgraded his Peugeot 208 R2 to a Rally4. White believes the pressure is firmly on Kelly's shoulders, telling

MN he sees Kelly's favourite tag "as something that'll play on his mind".

"Everybody this year is the underdog because nobody knows who's going to be where," White adds.

"There's a lot of quick guys there, it's just going to be who holds it together this year I think. We're under no illusion we would love to go

and win it this year, but you can't bite off too much in one go, you'll end up choking yourself."

Ola Nore Jr brings some international flavour but is an unknown quantity. Expectations are that he'll be quick. Fraser Anderson, Johnnie Mulholland and Ioan Lloyd all step up to Rally4 cars and are more than capable.

Q&A: REECE TARREN



With Iain Campbell off to head up the European Rally Championship, the British Rally Championship has a new championship manager at the helm in Reece Tarren. MN got to know him and his plans for the BRC.

MN: What makes you the right candidate for the role?

Reece Tarren: "I already have a strong understanding of how the events operate, the budget we have to run to and I know the difficulties of not having a title sponsor; it kind of restricts what we can do this year. Things look pretty positive for the future, hopefully next year, in terms of that kind of thing.

"Iain's left the championship in a very good place and I used to help him with the administration side of things, I basically coordinated registrations for him. I saw the names trickle in – I'm a rally boy through and through so I knew those names just out of it being a hobby. I have a knowledge of the sport, it's just that I don't know these people on a personal level, so I'm excited to finally break that barrier and then be like colleagues almost. I'm pretty excited."

MN: Why did you want the job?

RT: "I reckon you could go to any rally fan and offer them that position, and I don't think many would say no. Career-wise it was a good move for me and I'd love to see the BRC succeed and I'd like to be the person that can hopefully increase registrations – I think a few people have said that over the years but it really would be fantastic to have 50-60 registrations over the next couple of years.

"I'm looking to work on making it more customer-friendly, not taxing the competitor, not taxing the events that put on the show for us, and not make the BRC appear like a burden that it's in town that just adds a whole new cost element to the clubs that put on the events. I don't want it to be like that. I've got the chance to make my mark and hopefully it's a positive one."

MN: Where do you plan to take the BRC in the future?

RT: "At the moment I've inherited a championship that's already started, the sporting regs were

already published, I've had no impact on the calendar or anything like that. Now I'm in the hot seat I can start looking at events and I'd like to touch wood and say not just BRC rounds this year but rallying in general won't be hindered by any Covid outbreaks or any pandemic.

"Hopefully come 2023 we can look at going back to those [European] events. I don't know if you went to Ypres with us, but it is still the best rally I've ever been to, and I'd love to go abroad again. The whole town just comes alive. I was at the North West Stages about three weeks ago now at Garstang, a little market town, and I was told there was a good 4000-5000 people there in the town centre, it almost felt like a mini Ypres which was great to see, it was such a well-organised event.

"I'm starting to juggle some dates around, which is exciting. I've got some international events in mind but again it depends on clashes and it's not just all about the BRC as we have to accommodate the national competitors as well, and if the BRC clashes with a big other national round where say BTRDA or Scottish championship [is there] it not only pulls our competitors away from us but it also potentially pulls competitors away from those other championships which is absolutely not what we want to do."

MN: Are you satisfied with the number of entries this year?

RT: "Everyone's going to say they'd like more. I think last year was a little bit of a weird way to start the season – we had a lot of Irish crews over because once we got to the Neil Howard which was our round one, there was no rallying in Ireland at the time which significantly boosted the number of crews coming across the water to compete.

"I think there were almost 50 registrations for round one and that's just because it was such a weird year. This year we're sitting on about 25 at the moment, that's all classes. The majority are in BRC1 and the Juniors, some have registered but they won't be taking part in Clacton and a lot of them are looking to potentially start later on in the season. So it's a rolling number, it should hopefully increase over the season."



Eamonn Kelly starts the Junior BRC as a hot favourite for title

FEATURE

BTCC PACK READY TO CHARGE FORWARDS IN 2022

Matt James looks ahead to a new horizon for the British Touring Car Championship



The racing will be this close too – probably...



WSR and Colin Turkington are on the cusp of making BTCC history



Jason Plato is back and is chasing his 100th victory in the BTCC

Sutton was the fastest in pre-season testing



This is perhaps the most challenging season for the British Touring Car Championship in at least a decade. New hybrid technology will be bolted onto the machines this year in a move designed to make the category more relevant and it is also expected to spice up the action on track.

The Cosworth Electronics system will be incorporated within the championship's Xtrac gearbox and the 48v of power will be deployed through the transmission, rather than being bolted on to the engine. The system has been in development for two years and the runners finally got their hands on the kit over the last few weeks. But there are words of warning.

British Touring Car Championship chief executive Alan Gow is aware that there could well be speed bumps along the way in terms of the number of variables which have been introduced into the category this year.

"It is possible that each driver is going to have something [happens] which will annoy them or [we will find things that] need tweaking. That is what happens when you introduce new technology. Hopefully I am wrong," he admits quite frankly. "If the hybrid system doesn't

work [or has a problem], it won't stop the car from running. It just means the car will run without the hybrid, which will be the situation for the championship leader, who will also have restricted boost.

"Hybrid will put a whole new element into the racing. With [the previous system of success] ballast, drivers had to manage the weight. With hybrid power, it is up to the driver to be smart about how and when they use it in qualifying and in the race. They are going to be busy behind the wheel, there will be more work for them to do and more tactics will come into it."

That a very candid admission that the hardware might not yet be quite ready. There will be further tests ahead of this weekend's opener at Donington Park on Sunday, but the initial testing has left a number of engineers scratching their heads.

The introduction of the extra power isn't the only new factor being taken into account for 2022. Along with it comes a new electronic engine management system, which has also proved troublesome for many of the teams to get on top of.

The bespoke two-litre turbocharged TOCABTCC engine, which was previously operated by Swindon Powertrain, is now tended by World rallying giants M-Sport. The Cumbrian firm is taking its first steps into the tin-top racing world.

There is a new fuel to factor in for 2022 as well. The more sustainable fuel has a total of 20% renewable components and is said to give, approximately, an 18% reduction in greenhouse gases.

There are so many new elements that is has been a chasing game for the engineering boffins to nail down exactly where the major issues are. Those on the pitwall and in the garages are likely to be tested more than they ever have been before.

It will also create a brave new world for those behind the wheel too. The sidebar on this spread sets out the sporting regulations in how the boost will be metered out for qualifying and for the races. The tactical element for the drivers will be interesting to watch develop. The common consensus is that the best way to use the extra power – which, it is aimed, will give the driver a 15-metre advantage

'There are many new elements in the BTCC for 2022'

Photos: Jakob Ebrey

HOW THE HYBRID POWER WILL BE APPLIED				
Usage per driver		Laps without hybrid (races two and three)		
POS	QUAL (SECS)	LAPS	RACE (UNDER 17 LAP)	RACE (OVER 17 LAPS)
1	0	1	10	15
2	1.5	2	9	13
3	3	3	8	11
4	4.5	4	7	9
5	6	5	6	7
6	7.5	6	4	4
7	9	7	5	5
8	10.5	8	3	3
9	12	9	2	2
10	13.5	10	1	1
11	15	11+	0	0



Wheel warriors: where the new system kicks in...



Cook his high hopes for the revamped BTC Racing

ENTRY LIST		
British Touring Car Championship 2022		
NO.	DRIVER	CAR
1	Ash Sutton	Motorbase Performance Ford Focus ST
3	Tom Chilton	Excelr8 Motorsport Hyundai i30 N
6	Rory Butcher	Speedworks Motorsport Toyota Corolla
9	Dan Cammish	Motorbase Performance Ford Focus ST
11	Jason Plato	BTC Racing Honda Civic Type R
12	Stephen Jelley	WSR BMW 330e M Sport
16	Aiden Moffat	Laser Tools Racing Infiniti Q50
17	Dexter Patterson	Laser Tools Racing Infiniti Q50
19	Bobby Thompson	Team Hard Cupra R
21	Ricky Collard	Speedworks Motorsport Toyota Corolla
24	Jake Hill	MB Motorsport BMW 330e M Sport
28	Nic Hamilton	Team Hard Cupra R
31	Jack Goff	Team Hard Cupra R
32	Daniel Rowbottom	Team Dynamics Honda Civic Type R
33	Adam Morgan	Ciceley Motorsport BMW 330e M Sport
40	Aron Taylor-Smith	Team Hard Cupra R
42	George Gamble	Ciceley Motorsport BMW 330e M Sport
48	Ollie Jackson	Motorbase Performance Ford Focus ST
50	Colin Turkington	WSR BMW 330e M Sport
52	Gordon Shedden	Team Dynamics Honda Civic Type R
62	Rick Parfitt	Team Hard Infiniti Q50
66	Josh Cook	BTC Racing Honda Civic Type R
77	Sam Osborne	Motorbase Performance Ford Focus ST
80	Tom Ingram	Excelr8 Motorsport Hyundai i30 N
96	Jack Butel	Excelr8 Motorsport Hyundai i30 N
97	Ash Hand	Power Maxed Racing Vauxhall Astra
99	Jade Edwards	BTC Racing Honda Civic Type R
123	Dan Lloyd	Excelr8 Motorsport Hyundai i30 N
777	Michael Crees	Power Maxed Racing Vauxhall Astra



Tom Ingram has a new Hyundai motor to use

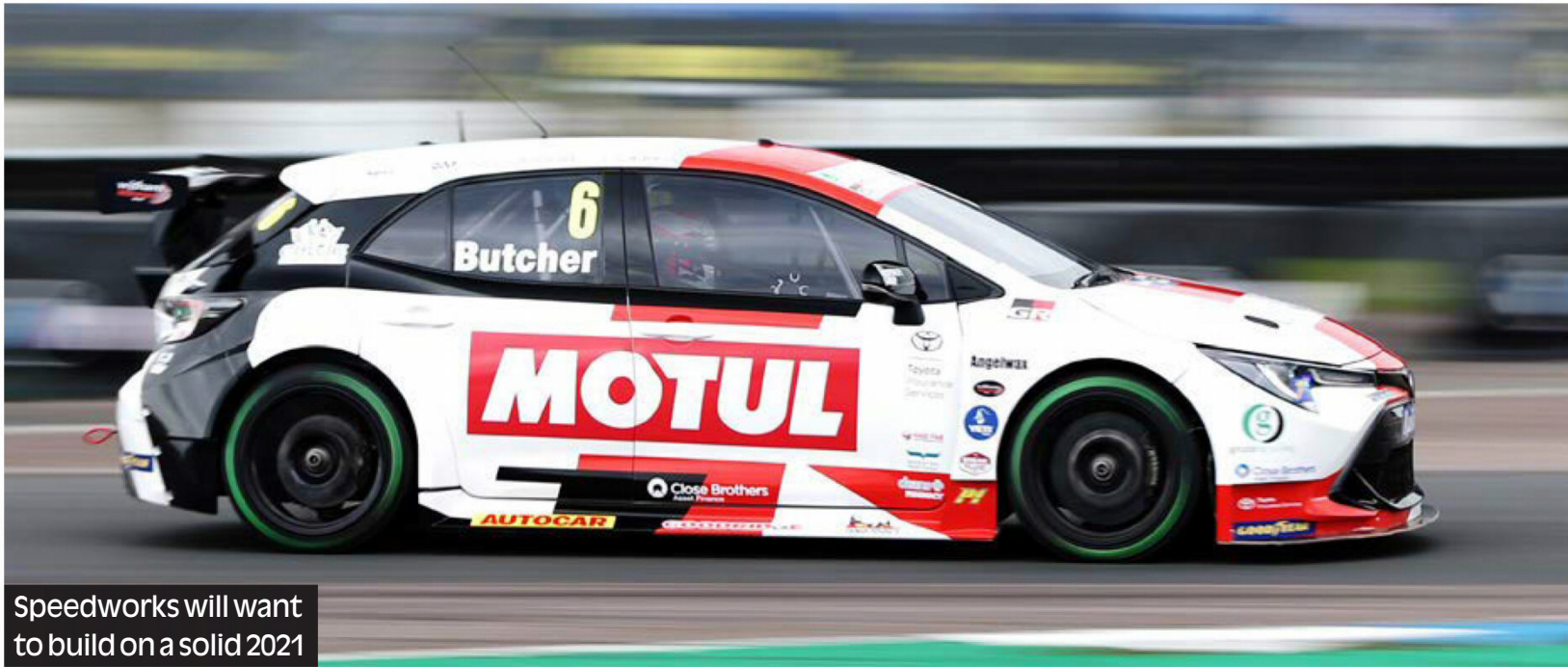
How will hybrid work?

For 2022, with the new push-to-pass hybrid system, the success ballast system will be replaced. So, instead of drivers struggling with extra weight in their cars throughout the whole race, the successful races will be limited in their access to the extra electricity, the power boost that can be provided by pressing the hybrid button on the steering wheel. After the opening lap of the race (or the first lap after a safety car), drivers can choose whether to deploy their extra power or not. So long as the driver is travelling at more than 120kph (75mph) and the car is not wheelspinning at that point, they will be free to use the extra power available to them. Regeneration of energy will take place over the normal

course of a lap. A light will be displayed on the driver's dashboard when the system is prime to be used, but they need to beware: any racer who attempts to use the system before it is fully ready to be activated will be locked out of deployment for two seconds. An LED light will be displayed on the rear name panel of each car to alert fans as to which drivers have pushed the button and those that haven't. The hardware for the new systems is placed within the passenger footwell of each machine, which is where the previous success ballast would have been located. It is a brave new world for the BTCC, something that will add a huge strategic element to the racing. For fans, it should serve up a real treat.

over a rival who has not deployed the boost – will become uniform as the season unfolds. Drivers have the option, after lap one, to either push the button for defensive reasons or to enable them to attack. These tactics will become more consistent as drivers and engineers get familiar with the technology. One factor that has been taken away this year is the option tyres. Previously, hard or soft option tyres were available at each round, but that system has been parked for 2022 while there are so many other new factors to take into account. Instead the cars will run on the medium compound everywhere apart from Thruxton, where the harder Goodyear tyres will be employed. There is a fresh home for reigning champion Ash Sutton too. The three-time title winner has switched from the rear-wheel-drive Laser Tools Racing Infiniti Q50 that he had developed into a frontrunner to a front-wheel-drive Ford Focus run by Motorbase Performance. He set the pace at the last group test session before this weekend's opener, and he has a genuine enthusiasm around the Napa-backed programme. Sutton has brought a tight-knit group of boffins with him to the Kent squad including his lead engineer Antonio Carrozza, and that consistency will be vital with all of the variables being thrown at the teams this year. Alongside

Sutton is BTCC returner Dan Cammish, who has been within a whisker of claiming the crown himself in previous seasons. It is a formidable line-up but it will need to be. One of the teams which has been on the front foot with the new technology is WSR, which will operate three BMW 330e M Sports for Stephen Jelley, Colin Turkington and Jake Hill. Turkington has also been a pacesetter in the pre-season running and WSR, with so much experience and knowledge in the background, has developed a reliable and rapid machine. After two seasons as a runner-up, Northern Irishman Turkington will be desperate to reassert himself as he chases a record-breaking fifth title. The Honda challenge is spearheaded by former title-winning squad Team Dynamics. Three-time champion Gordon Shedden will be desperate to avoid the pitfalls that tripped up the early part of his 2021 campaign, while team-mate Dan Rowbottom has a great springboard to add to the impressive speed he showed last term. BTC Racing has a new team principal in Danny Buxton, and it's using the TOCA M-Sport powerplants in its Honda Civic Type Rs, rather than the Neil Brown motors as in the Dynamics machines. Josh Cook was a five-time winner last year and now, with Jason Plato alongside him and



Speedworks will want to build on a solid 2021

Jade Edwards in the team, he is eager to hunt down a crown rather than going for individual race victories. The Toyota GB-backed Speedworks Motorsport crew will once again field Rory Butcher this season, and he will be joined by the rapid Ricky Collard. It is also using the M-Sport engine and the flashes of pace that Butcher showed last term will need to be more consistent for him to mount a serious challenge. The ambitious Excelr8 Motorsport Hyundai i30 N has taken another step

forward this year with its own Swindon Powertrains-developed Hyundai engine. The work behind that programme can not be underestimated but it is a project that Tom Chilton – who is joined in the squad this year by Tom Chilton, Dan Lloyd and Jack Butel – hopes will give the crew an advantage. Given the colossal changes in the series this year, gaining any advantage is going to be hard work. But then, winning in the British Touring Car Championship is never easy, and nor should it be. ■

CALENDAR		
BTCC 2022		
WHEN	WHERE	LAYOUT
April 23-24	Donington Park	National
May 14-15	Brands Hatch	Indy
May 28-29	Thruxton	
June 11-12	Oulton Park	Island
June 25-26	Croft	
July 30-31	Knockhill	
August 13-14	Snetterton	300
August 27-28	Thruxton	
Sept 24-25	Silverstone	National
Oct 8-9	Brands Hatch	Grand Prix

BTCC PREVIEW

The heavyweights who will go head to head at Motorbase Performance

This will be a huge season for the Motorbase Performance British Touring Car Championship team. Now in the hands of new owner Pete Osborne, it has pulled together a high-profile backer in Napa and has signed two superstar BTCC talents in Ash Sutton and Dan Cammish. There will be no room for excuses if the team is not firmly in the hunt at the close of the season at Brands Hatch in October.

Cammish had three years as a factory Honda driver with Team Dynamics in 2018 to 2020 before being released from the seat despite having a contract. He is planning to re-establish his credentials in the BTCC and is doing it alongside three-time title

winner Sutton. Cammish says the early signs are good.

The Leeds racer says: "I [Ash and I] have known each other enough to say hello to before, but now we are just building that relationship and there is an underlying level of respect between us both – that is obvious. Ash has won three titles and so you have to respect that, but Ash also knows it is not easy to win in Porsches unless you have a bit of talent, and I have done that.

"When it comes to the BTCC, we are approaching it from slightly different routes and we have different experiences, but already we have been pushing each other on. That is what we need to do because there are

27 other guys who are trying to beat us. We have got to get ourselves to a place where we can beat everyone else before we can start thinking about beating each other."

As well as that, there will be two further Motorbase Ford Focus machines on the grid with the sister cars of Ollie Jackson and Sam Osborne as part of the crew. While that is a lot for Motorbase to cope with, it also offers them four chances to collect data and knowledge about the new electrical systems – a benefit that it not lost on the squad.

Sutton and Cammish have already done the initial mileage with the new push-to-pass hybrid systems that will be fitted to all the cars in 2022. While it will be new

territory for everyone, it is an aspect the reigning champion is looking forward to.

"The hybrid is better than I expected already," says Sutton. "Credit must go to the guys who have put it together. I know they might be getting a hard time from some people and it is never easy to bring something new into the championship.

"I had one little teething problem when we very first ran the system and that is it. Other than that, it has worked really well. But I am ready to embrace this. It is a reset for everyone and that makes the challenge for 2022 probably tougher than any season we have experienced before."

Matt James



Going toe-to-toe: Sutton and Cammish



Tom Chilton wants a stable new home

CHILTON READY TO BUILD ON HIS KNOWLEDGE BASE

"This year I've decided it's about time that I drop the anchor and pull out the parachute and stop changing teams!" Tom Chilton is in bouncy mood as ever when MN asks why he keeps jumping from team to team.

"This year I am going to get a feel for another new car and a new team and new team-mates, but I am going to treat this year as a data collection season ready for 2023."

Chilton will be in a great place to learn this year alongside Tom Ingram, Dan Lloyd and Jack Butel as part of the Hyundai i30 N fleet being operated by Excel8 Motorsport.

"I am good at developing a car over a weekend and be good in race three but I want to be quick all weekend and I can do that with the data from this season," adds Chilton.

Chilton is back in a front-wheel drive after a season in the Ciceley BMW which was a struggle. "The BMW wasn't fast enough, [and the struggle for results] wasn't me overdriving either. Rear-wheel drive was an issue

for me in terms of tyre management in terms of how quickly they would go off or I would even find it hard to get the best out of them.

"It was tough to know how to set up the car after so many years in front-wheel drive. Now I am back in the type of car that I know really well and if we have the fastest car, I want to be winning races. It's exciting this new era, but you need to be in the fastest car. And that is how motor racing should be."

Alongside Ingram, Chilton will be in a great place to learn. And for Ingram, the potential he has already shown in the BTCC – with four championship top-four positions to his credit – needs to be solidified in 2022. He knows there is only one thing left on his checklist.

"I think I have finished in just about every position in the championship except one – and that is first," jokes Ingram. "That is something I am desperate to put right this year."

David Addison

Teenager Patterson looking for a career launchpad

This is quite a change for Dexter Patterson. The former single-seater aspirant has had a career reset and is looking forward to his maiden season of racing with a roof above his head.

The Scot has decided that career prospects are rosier in the saloon racing garden and has opted to make the switch for 2022 in a rear-wheel-drive

Laser Tools Racing Infiniti Q50. He is effectively stepping into the cockpit vacated by reigning champion Ash Sutton. So there is no pressure there, then...

"It's the excitement of the racing that has brought me to the BTCC," says the teenager. "I've watched the racing on TV for many years and really enjoyed it and that is why I have

changed from single-seaters.

"I was in karting for most of my career and then a season of Italian F4 and then some British F3 but I've done nothing like this. The main reason to change focus is cost but I am also excited about the fact the racing is so competitive and, even if you aren't in the absolute best team, you can

still fight for a win here and you can't in single-seaters. I'm looking forward to it."

Eighteen-year-old Patterson is in for the long haul. He explains: "I will see how this year goes, but I see this as a career change, but I don't know Croft and Thruxton and I've never raced at Knockhill so I have a lot to learn.

"It's been hard in testing because it is a new type of car and a new team but I don't have any preconceived ideas about what a touring car should feel like and the others do because they have been in them for years so I will see whether that helps."

David Addison



Patterson: New challenge

Photos: Mike Hills Speed Images, Jakob Ebrey

Thompson focuses on Jack Sears Trophy glory

There was a sharp intake of breath when the ITV4 cameras panned to the wrecked Trade Price Cars Racing Audi S3 upside down on the infield at Croft in 2020 after a monster accident. Bobby Thompson was able to extricate himself from the car, but the damage done to the machine and the concussion he suffered halted his campaign right there and then.

It meant a year on the sidelines in 2021, picking up guest drives where he could while he worked on a plan to return to the tin-top top table. And now he is back at the wheel of a Team Hard Cupra R.

The 25-year-old says a season away from the BTCC frontline was almost too much to bear. "It was a lot harder than I thought," he says honestly. "I work in the industry so I was at a race track virtually every day which I thought would get me through, but it is not until you work at a BTCC event that it hits you.

"I could hear all the BTCC cars coming out of the pits getting ready for their race while you are sat there in the support paddock going through data with a young driver – that grabs you a bit...

you miss it soon enough then.

"There were chances to get in a drive last year but the teams I was talking to, it would have been unrealistic to do it properly but I am excited to be rejoining Team Hard and I think we are in a great place to give it a really good shot."

The Cupra R showed some promise last season without landing the breakthrough result but, with more knowledge of the car, the prospects for the 2022 campaign should be better – even with the new technology that will be fitted to all cars.

Thompson's expectations are also buoyant ahead of the fresh championship. "After the first test I had in the car [at Brands Hatch in February], I was immediately thinking about podium finishes but we know that is easier said than done," says Thompson. "I am going for the Jack Sears Trophy [for drivers who have yet to score an overall podium], that is my first personal goal. But I want to be regularly in the points and if we do that, we should be able to pick up some top-three finishes along the way."

Matt James



Thompson wants Jack Sears silverware in '22

A FRESH APPROACH FOR TITLE-HUNTERS BTC RACING



Buxton has a firm vision for BTC Racing

There is a fresh optimism surrounding the BTC Racing Honda Civic attack in this year's British Touring Car Championship.

Owner Steve Dudman has worked hard in the background and has been on a recruitment drive. In comes new team principal and former BTCC racer himself Danny Buxton and the signing of double champion Jason Plato two weeks ago is another signal of the prospects for the Brackley-based team in 2022.

Buxton's links to the squad came about via Josh Cook, who was third in the points for BTC Racing last term. Cook had driven for Buxton's Scuderia Vittoria Racing team in the Renault Clio Cup in 2014 and the two became friends. Buxton, who was head of McLaren's customer racing programme, was on hand to offer Cook driver coaching tips as he graduated through the BTCC and was on hand for advice.

"I was only able really to do one or two meetings alongside Josh," says Buxton, "but I had always had a good relationship with Steve – there is a good level of respect there, and he got in touch ahead of the season to sound me out.

"He set out what he wanted to do with the team to put it on a strong footing and I was really impressed. He is into his early 60s, but he is driven and ambitious like you wouldn't believe. He is so fully of zip and he is moving at 100mph everywhere."

Leaving McLaren was a decision that Buxton didn't take lightly, but he is already fizzing with enthusiasm about the prospects for BTC Racing looking forwards.

"My big thing when I agreed to do the job was that while Steve was coming with me on the journey, I wanted to have control. I wanted him to allow me to use the experience I have developed. Clearly I have my own ideas and he is happy to back me and there are so many new opportunities for this team to expand into."

Buxton did his due diligence before accepting his new post and says that the building blocks that Dudman had already put in place opened his eyes. "The level of professionalism behind this programme and the bits that Steve has already put in place is so impressive. BTC is trying to do things properly and it is ready to take on the big boys in any arena. I love winning – I bloody love it – and BTC Racing is a place that shares that vision."

While a lot of the headlines will surround Jason Plato and his self-titled farewell tour in the BTCC, he will be one of three BTC entries that includes Cook and the returning Jade Edwards. After finishing third with five wins in 2022, Cook can feel the new impetus and he only has his mind set on one outcome.

"Every single year, we start with the same goal," explains the 30-year-old driver. "We are here to win the championship – it is not about the individual race wins, it is about the title. We are coming off the back of a really strong year last year. The team is in an incredible place in terms of preparations. There is lots to look forward to and we are quietly confident."

Matt James

FEATURE

FRANK DERNIE: A RACING PIONEER

Andy Hallbery poses the questions to a man who knows a thing or two...



A man with a vision:
Frank Dernie

There is no such thing as a short chat with Frank Dernie, best known for his time at Williams as the Formula 1 team grew from tiny acorns into world beaters from the late 1970s onwards.

He introduced data-logging and computers to F1 (despite early resistance), suggested that Williams took its windtunnel work in-house (not resisted) and has worked with a multitude of champions and winners over the years.

He's not afraid to voice opinion either, but it's clear that having recently turned 72, he has plenty of stories to tell.

He explained "I'm a very old bloke, so I've been around a long time. And I love talking about racing..."

You asked, he answered.

Question: Did you grow up in a racing family?

Mike Riordan

Via email

Frank Dernie: "No. My dad was slightly interested in motor racing. I was brought up in Lancashire and I do remember we went to Oulton Park for a sportscar race, and as a small boy I was a big fan of Archie Scott Brown. That would be the late '50s I expect. When dad took up golf, which he did about 1960-ish, we practically never saw him again, he became obsessive about it. So he lost all interest in racing. I did have a very good friend of a similar age, whose dad was quite keen on cars, and we went off together to sprints and hillclimbs and stuff in the '60s."

Question: How did you get involved in racing and engineering?

Paula-Jane Wallace

Via email

FD: "To be honest it was a simple thing. I'm very into 'how things work' whether it's animal or machine and was always fascinated by that. I observed as a child that the cars that won were usually the same ones, and I wondered why it was that one car was better than another. That's really what triggered my interest. I guess I'm – maybe not unusually for the era – but I'm much more massively interested by the cars rather than the drivers. Although my hero – and I don't know if you were going to ask me, but you are going to get my answer whether you like it or not – is Jim Clark. He to me is the greatest of all time."

MN: We were going to ask you! But, through your career you have worked with many of the sport's greats. We tried to compile a list, but there are a few grey areas we need you to confirm. Let's start with the definites. You have won World titles with Alan Jones, Keke Rosberg, Nelson Piquet, Nigel Mansell, Alain Prost, and Michael Schumacher... Then we

have a few that we question marks by that you worked with outside of their championship years. Nico Rosberg?

FD: "Well, sort of. Nico was at Williams while I was there, but I didn't work directly with him much. Those other ones that you mentioned, I either designed the car they ran, or ran it at the circuit. But with Nico, he was one of the drivers when I was a consultant at Williams."

MN: Were you with Mario Andretti when he did his one-off race for Williams at Long Beach in 1982?

FD: "Yes. I didn't run his car at the race, but I did do the test, so I ran him at Willow Springs. He's such a charming fellow, I mean even today he always greets me like a long, lost brother. He's not like some people who forget who you are. He's not only a great man, he's a lovely man."

MN: Ayrton Senna and Damon Hill?

FD: "Senna no, Damon I worked with at Arrows after he was champion."

MN: That still quite an impressive list though. Who was your favourite to work with, and is there one that had the talent to be World champion but wasn't?

FD: "[Long pause...] Well. Carlos Reutemann should have been World champion of course. And why he wasn't in 1981 is still a mystery to me. He certainly could have been. Nelson's quote, which you may have seen because I have repeated it many times, sums it up. Nelson said: 'I'll never understand why when I came to overtake Carlos in Las Vegas, he opened his legs!' That's a very Nelson saying. Nelson was a lot of fun to work with and so was Alan Jones, Keke too. I was lucky they were all great to work with and all very different in their own way."

"For me the things that stand out in most that have been multi-champions is that they are shy, introverts and they are clever. I've never come across an extrovert driver who was consistent. And I've never come across a stupid driver who doesn't make too many mistakes, however fast they are, to be a multiple World champion. That would be my observation of the drivers I've worked with."

Question: How much fun was Patrick Head to work with?

Gordon Robberts

Via email

FD: "A lot of fun. He is a bit older than me, but that didn't matter, and in the early days, we were really close mates. We used to go out with our families and all the rest. He could finish my sentences and I could finish his, and we did our own little bits of the car. He did all the structure, and the suspension although I detailed some of it for him. That's how closely we worked. He'd design the rear suspension, and we needed some drawings out, so I would detail it, and it was a lot of fun. He might come in sometimes and say 'What are you doing now in the windtunnel?' And

Photos: Motorsport Images



Harald Ertl drives the Dernie-derived Hesketh 308E in 1977

after I'd told him, he'd say, 'you bastard. If you do that with the bodywork, I won't be able to do this or that...' But generally he used to leave it to me.

"Also, if I wandered around the workshop and saw they were doing something to an upright that I didn't think would work, I'd wander over to Patrick, and say 'Why are you doing it like that?' He would then tell me why or go down and bollock the bloke for doing it wrong! There was just Patrick and myself, Neil Oatley who was straight out of university. Smart, but not very experienced yet, and a draughtsman. That was everybody in the engineering office. We had to draw everything."

Question: *I read a story some years ago when you were at Ligier and Alain Prost got in the car, and you were staggered at how quick he was?*

Pascal Convard
Via email
FD: "I certainly was. I thought Thierry Boutsen was pretty quick, he'd won the

odd race and what have you... I can't remember the exact numbers, but it was over two seconds a lap quicker in qualifying trim, and I think Alain averaged 1.6 seconds a lap in his race run. It was massive.... Unbelievable. Thierry, who'd driven the car the day before, was so concerned about it, we had to check because he was convinced the chassis was cracked or something.

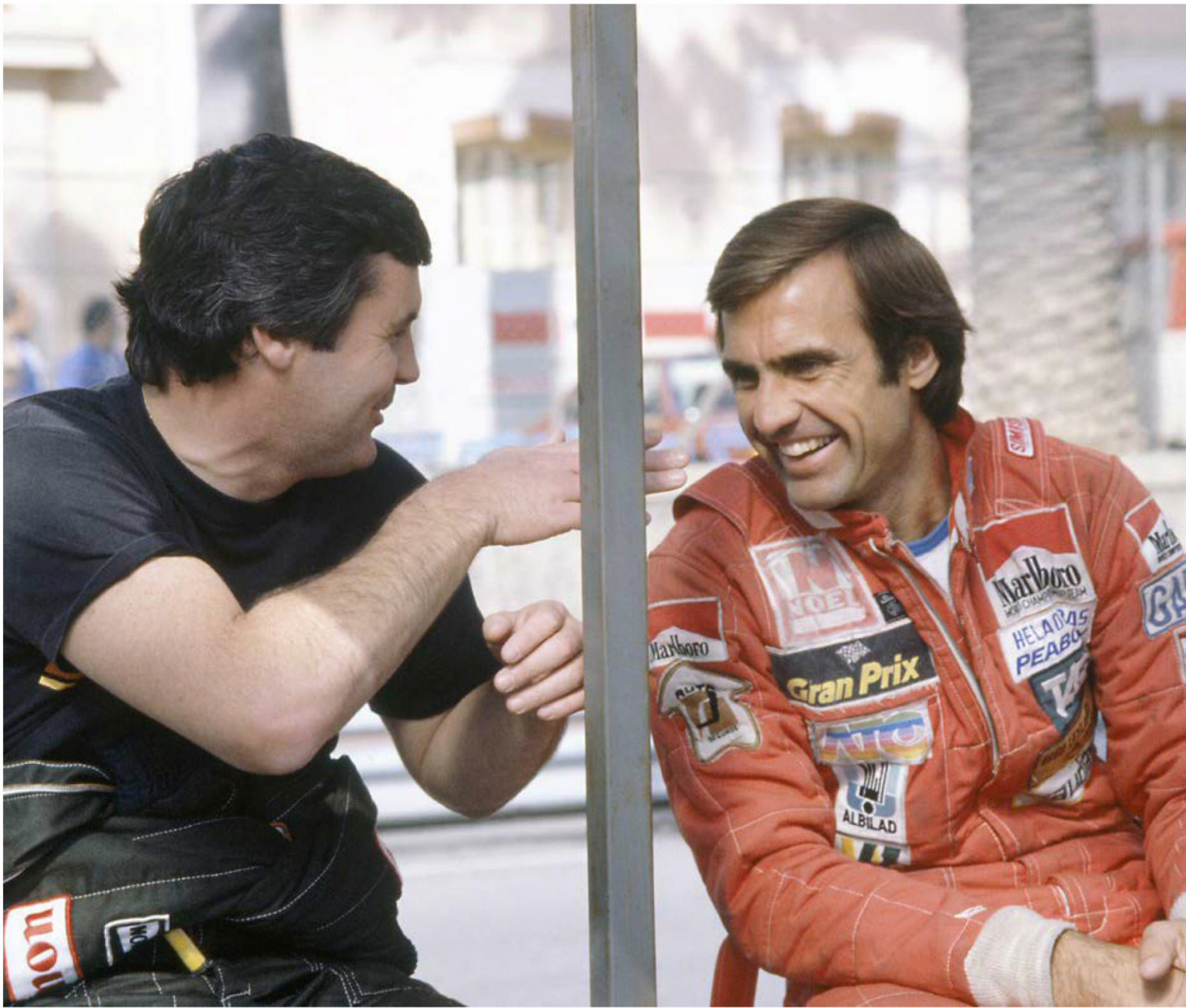
"It was astonishing how good Prost was. I think Keke found that out too. He went to McLaren, expecting to give Prost a run for his money, and he never got anywhere near him."

MN: Piquet is famous for a quote when he was at Brabham... 'Give me Silverstone on an empty test day, just me, a car, the rabbits and the hares and I will lap all day.' Was he an engineer's joy?

FD: "Yes, he was. I never, ever expect a driver to understand how a car works. I mean, a lot of engineers don't know how it works either - I'm sure there are elements of it that I don't know! But the fact is that what you need is a driver who has a good memory and who can say, 'do you remember when it did such-and-such at Brands Hatch, and what you did was so-and-so with the anti-roll bar?' It's a bit like that which triggers reflection. Because, of course, for most of my career we didn't have any data on the car to help you set it up. Or hinder on setting it up depending on which way you look at it.

"Nelson just wanted to make the car go quicker. That was his attitude to racing and I think the fundamental reason why he didn't like having Nigel [Mansell] as his team-mate. He had learned early on the old lesson - which is possibly not

continued on page 22



Alan Jones and Carlos Reutemann formed a formidable Williams driver line-up in 1980 and in 1981

"Nelson Piquet just wanted to make the car go faster"

Frank Dernie

FEATURE



Dernie (left), Patrick Head and Frank Williams

true anymore – which was to win at the slowest speed possible. Racing cars then weren't very reliable. Everything was on the limit, there weren't enough people, there wasn't enough of anything. Therefore, going just fast enough to beat the bloke behind and having plenty in hand to go faster if you needed to was what all the drivers – well certainly Nelson – wanted.

“So when he had Nigel, who in Nelson's opinion, didn't make any real contribution to setting the car up, yet wanted to race him once he'd got it... Nelson didn't like that.”

MN: That leads nicely into the next question...

Question: *When I saw you were in the MN hot seat, I had a look at your Wikipedia page. I know that isn't the most reliable source of information, but is it true that you were the first person to run data-logging on a Formula 1 car?*

Thom Wright
Via email

FD: “I was the first person to put a digital data logger on a Formula 1 car, yes. There had been an analogue tape ‘recorder’ type thing on a Tyrrell before I was working on it full-time, which was automatic rear camber correction

software. It was really, really clever, but didn't work of course because it doesn't matter what the camber is within the raw angles.”

Question: *What was the first car you were involved in?*

Alan McMichael
Via email

FD: “It's hard to say. The first cars I was involved in were the March Formula 2 cars, part-time working with Harvey Postlethwaite. I wrote a computer programme to optimise suspension geometry in about 1971, the perfectly naive youth who didn't realise that no-one else on the planet had ever done anything like that, because there were only about 2000 computers in the world then!

“I met Harvey at a motor club I was a member of, and got chatting to him about it, and he said, ‘oooh... Have you?’ I ended up, to cut a long story short because I do go on a bit, doing suspension geometry work for March. I went up to Bicester on the train, met Max Mosley, and I discovered years later that Harvey was paying me out of his own pocket so that March didn't know he wasn't doing the work himself!

“The first proper Formula 1 design that I had a lot to do with was the Hesketh

308E with Nigel Stroud. Harvey moved to work for Frank, because Frank thought Harvey was brilliant and wanted to hire him. They bought the Hesketh 308Cs, and Harvey, and the Williams premises was at Bennett Road in Reading, Frank Williams Racing Cars, and that's where I used to go before I got a job full-time, because I was doing suspension geometry and analysis on a computer.

“When Hesketh decided they wanted to do a new car, and as I was already working with Harvey, Nigel was perfectly happy updating and modernising and improving the existing one. But he didn't feel confident to do the full engineering of a new car. They rang me up and said, ‘how do you fancy working full-time in this business?’ I was down there in about four milliseconds, and Nigel and I designed the 308E.”

MN: That would have been for Rupert Keegan?

FD: “Yes. Rupert and Harald Ertl. The first year I started working was 1976, and Guy Edwards was there with the existing car, and Nigel and I designed the new car which started the '77 season with Rupert and Harald, and what a lovely man Harald was.”

Question: *What is your favourite car*

that you've been involved in during your career?

Shaun Millen
Via email

FD: “There are some nice ones you know... I'm going to go with one that you won't expect probably. I think I would choose the Williams FW08 from 1982. It has the most downforce of any car I've worked on. It still had skirts and it was a ground effect car. I'll put it a bit in perspective. I'm just going to give you bodywork figures here. The lift-to-drag ratio of the FW08 was 8.2.”

MN note: For 1983, ground effect was banned. The late regulation change to flat-bottomed cars meant most teams had to adapt that rather than start from fresh. Williams was one of those teams.

FD: “When I first put the flat bottom on it, it produced lift. So I put rake on it to get a wedge shape from the floor which gave a little bit of downforce, but it still wasn't very good, a lift to drag of less than one. The first thing I did was make a big ground effect front wing, and a ground effect rear wing with the cooling duct, which was very similar actually to what Toleman raced if you remember, that great big nose. I couldn't get the balance. There was far too much front downforce, and not enough rear. In the end I gave up and came up with the FW08C, and I was

shitting myself because it had a lift to drag ratio of 1.6, so about an 80% loss of aero efficiency compared to the FW08.

“We went to the Rio test with it, I was thinking ‘we're just going to get pissed on here... There is no chance of it being quick, particularly as we didn't have a turbo engine.’ I thought we were going to be nowhere... And Keke stuck it on pole! Yes, flat bottomed cars were that rubbish, that's how much downforce you lost!”

Question: *Have you ever driven one of your own cars?*

Jack Lintern
Via email

FD: “Yes. Since everyone was shitting themselves about the first active [suspension] car, which was my design, and no-one wanted to drive it. So the first time the prototype ran I drove it. It was raining and it was on the Abingdon Airfield runway... I was on slicks, with the Honda turbo engine and the boost turned down to the least it could be, and every time I touched the throttle I spun it. It wasn't really all that edifying, although I did get a bit of running done with it, up and down and made sure that it was all safe and then everyone was prepared to drive it. They didn't mind me killing myself! I think I was the only one confident enough that it would work.”

“I was the first to drive the Williams with active suspension”

Frank Dernie



The 1982 title-winning Williams FW08 was a favourite of Dernie's



Piquet took Williams' first active suspension win in Italy, 1987



Williams was in the ascendancy in 1981

MN: You have been a bit of a pioneer. Besides data-logging, you were behind the first windtunnel run by a team, and also CAD-Cam, Computer Aided Design.

FD: “Yes, and the windtunnel is quite a fun story looking back. I had come back from a test at Imperial College where we used to do a week in their tunnel, and then have to wait for a week for the next booking. One time I’d gained something, and so much more downforce in that one week. I just came in and said to Patrick, ‘It doesn’t matter what we do, nothing gives us as much performance gain as the windtunnel. What we need is one here.’ And to be honest, I was semi-joking!

“Patrick said, ‘Well... I know that the guy that owns Specialised Mouldings who had built a windtunnel when Peter Wright worked for him, and after Peter left no-one else used it! I know him from my Lola days, I’ll give him a ring.’

“So he rang him up, and asked him if he still had that windtunnel? ‘Yep.’ Would you like to sell it? ‘Certainly!’ We literally got into Patrick’s car that morning and drove up to Huntingdon, and there was this dismantled windtunnel in a hangar. It had certain things that were useless on it, but basically it was a good starting point for a windtunnel, so we bought it. Patrick shook hands with a cash deal – I won’t tell you how much, but it wasn’t much – and there we were. We came back, rented another unit on the trading estate, big enough to sit it in and got on with building it...”

MN: I’m laughing now at a vision in my head of you two turning back up at Williams with a trailer and a windtunnel, and saying to Frank, ‘Look what we’ve bought!’...

FD: “Well... it was almost like that. The thing is the R&D department at that time was me and Ross Brawn. He joined Williams in 1978 when we were in Reading and he was 23. Ross was the technician, having been a mechanic earlier and his wife Jean didn’t want him

to travel once their daughter Helen was born, so he came and worked for me. I was the engineer, and he was the technician, and we did everything.

“When we bought the windtunnel, Ross organised a low-loader to ship it from Huntingdon. I started looking for a data-logging system and a balance, because neither of them... Well, the data-logging system didn’t exist, and the balance was useless on the tunnel that was there, and we wanted to simulate a moving ground.

“So I schemed up a moving-ground spec, based on everything that was wrong with the Imperial College one, as well as everything that was right. Ross designed the bits and made them. I think he made most of the bits. I did all of the wiring, all the soldering, made all of the electrical boxes, wrote the software... Those were the days.

“If we had something big that needed doing, we’d go and see if there were any mechanics in the race shop who could come and give us a hand. But basically, the two of us went from having no windtunnel to having a working windtunnel on our own. That was 1980. The first car that we did in it was the first skirt car which would be the ’81 car, and we came first and second in the first two races... which paid for the windtunnel, and the computer and everything else. It was brilliant, and very, very much fun.

“One of my favourite sayings is ‘success has a thousand fathers, and failure’s a bastard’. If you are doing quite well you will have quite a large number of people claiming responsibility for it all. Back then it wasn’t a problem because I was literally the only person in the windtunnel, and Patrick literally was the only person drawing monocoques. Nowadays, when you’ve got 120 people in an aero department, it’s quite difficult to find out who the smart ones are.”

MN: You mentioned Ross Brawn...

You’ve worked with many key team principals, designers and engineers over

continued on page 24



Dernie says that Nigel Mansell and his 1986 and 1987 team-mate Nelson Piquet had a fractious relationship

FEATURE



Ross Brawn (right) tempted Dernie to join him and Schumacher in 1991



Overseeing Derek Warwick's progress at Lotus as technical director



Dernie rejoined Williams and worked as a consultant from 2003-2007

the years. Who did *you* learn from?

FD: “[Pause...] This sounds desperately arrogant, but I didn’t really learn that much from anybody. You learn from your own mistakes. I would say that by the time I went to Williams I already had more experience in aero than Patrick had. I learned a lot from Patrick about the mechanical side, but in terms of getting the best out of the race car, I had to learn that myself.

“It was by no means obvious. In the early days there was no such thing as a ‘race engineer’. You designed in the winter and raced in the summer. I didn’t think there were that many people who were good at getting the best out of a car. I think I was lucky in that I’d been the bloke that was in the windtunnel, so I knew what the implication was of the rideheight being too high at the back or whatever, because I’d seen it, I’d seen the data. Whereas I don’t think many others at the time had.

“Of course back then, every time we found something and made an improvement to the aero, I used to tell the journalists that we’d improved the rear suspension geometry, because I really didn’t want people to know about or focus on our aero. We used the same rear suspension design for six seasons. We hardly changed a bolt on it.

“The key thing early on was keeping the skirts on the ground with the ground effect cars, and the forces were massive, so these things were being sucked in about half a ton. The potential for them to jam, particularly when they were fully extended and poking out, was extremely high. I designed a suspension system for it which was a bit like a throttle-slide idea thing. The highest force on the skirt was when it was fully extended, and as it got pushed into the skirt box, the force got less, because unlike a car suspension you don’t need the highest load when it’s fully compressed – you need the opposite.

“We felt that was quite an important part of the reason why our car didn’t porpoise, etc etc.... so we used to make a really big

thing of throwing a cloth over the oil cooler when the car came in and we took the body off in the hope that nobody would take a photograph of the skirt suspension system!”

Question: *Are you able to watch Formula 1 today for the racing or do you still look at wings and think ‘oh I’d do that differently....’?*

David Armstrong

Via email

FD: “The most important part of the ground effect is the underneath, and you can’t see that, so I can’t see what anyone has done, so I can sort-of accept that. But anyone who is porpoising... well, it does make me laugh a bit that it has come as a surprise to them. It just goes to show that the one thing we learn from experience is that there’s nothing like experience.

“There are people around, who are old, yes, but who do know what causes it, and would have known that it would happen, and would have had something in place on the car to avoid it before the first race. I guess Adrian [Newey], who has had a bit of experience of ground effect, but not much, and Rory [Byrne] who still works for Ferrari as a consultant seem to be the only ones who haven’t had their heads up their arses.

“I don’t know what the detail is and why it’s happening. I did talk to Ross... I gave him a ring while they were doing the first test at Bahrain, because I thought all the cars would be out, and Ross would be bored shitless sitting in his office.

“We had a long chat about what the rules were and stuff, but it was mostly about fishing and family, so not so much about racing. But he did say he was slightly bemused by the porpoising. In my mind they must have already found something. I think Jason Somerville who is Head of Aerodynamics at the FIA, was seeing something that might be a worry and they had made a proposal to all the teams that they would make a change to the floor rules that would reduce the likelihood of

porpoising, and all the teams were against it... which means the teams hadn’t sussed it, I guess...”

MN: You and Ross obviously go back a long way. Did he ever try to hire you back when they were working on the new F1 aero regulations?

FD: “No. I didn’t get involved at all in the new rules that have just come out. After I stopped consulting with Williams in 2007, I got a call from Pascal Vasselon who’d been at Michelin and was the chief engineer on the Michelin tyres. I got to know him when I was at Williams, because it was sort of what I put in place that got the best out of the tyres that made the car go a bit better in 2003. We put on a completely different set-up, a philosophy based on getting the tyres at the right temperature for more of the corner.

“He knew that the 2009 rules were going to be a big change, and he just asked me to come along in 2008 and work with young engineers and point them in the right direction for the new rules.

“But when Ross was doing the new rules in his role in Formula 1, he already had loads of people there. I would have quite liked if I’d been given the time to look at those as well, because over time most of the big rule changes I’ve been involved in and made a contribution to.

“One of the funny things about those 2009 rules is that the Brawn was really quick, and the Toyota [where Dernie was at the time] had been too, but by the time the season started Toyota had changed their philosophy and went from getting on the podium from the pitlane at Melbourne to qualifying on the back row at Monaco, just in the way they approached it.

“The thing that made the biggest difference was the outwash on the front wing... not the double diffuser. That was one of the things that the Brawn had, that the Toyota also had, which I’d learned from my time in Champ Cars. But because the double diffuser was such a big deal, and such a big change, all those people that hadn’t thought about an outwash front



Smiles better: Sharing a laugh with Nelson Piquet and Mark Webber

wing were completely banjaxed into thinking it was the double diffuser was the key thing – and that was incredibly difficult to copy. Whereas copying the front wing was relatively easy. So luckily, most of them didn't. McLaren didn't have a front wing outwash endplate on the car until Budapest in mid-season for crying out loud. That was one of the areas where Adrian was slow on the uptake that he didn't have an outwash front wing endplate on his car at the beginning.”

MN: You mentioned Champ Car. You did Formula 1 for a long time, then went to IndyCar with Lola. How much did you have to 're-learn' to go to an oval rather than a road course?

FD: “Well, funnily enough, nothing. I mean the thing is, no-one is going to tell you, no-one is going to want to help you basically, so you have to learn for yourself what's important. People try and put you off the scent generally.

“There were two things that I'd learned over the years of running a racing car that you needed to get right for the car to be quick – or I thought I did. At that time no-one wanted the Lola. The Lola had been shit, and everyone who'd bought one ended up buying a Reynard. They were in the situation when everyone had got a Reynard, and Lola had got a bad reputation – it had gone bust and been bought out by Martin Birrane, so it was

then the problem of persuading people to run the cars. They managed to persuade Hogan to run a Lola, and Martin asked me if I'd go and make sure the car was set up properly at the test. I said 'well where is it?' He said it was at the Phoenix mile oval. Well, I'd never been to a mile oval before.

“So, again to cut a long story short, I went and I did those two things that you need to do to make a car quick on a road track. Basically what you want is more grip in the corners and less drag on the straights. I know that sounds somewhat glib, because the way you achieve those two things is far from obvious. The lucky thing was that the young driver that was driving at the time was Helio Castroneves, and at that time nobody knew how good he was – including me. By lunchtime he was fastest.”

Question: Is there one stand out moment in your career that fills you with pride?

Bill Stevenson
Via email

FD: “Oh crikey... the thing is I've been lucky, I've been in it for a long time and have had a certain amount of success. Keke winning in 1982, I was extremely punchy – not full of joy after that, just absolutely knackered, and amazed that we'd managed to win. That was a bit of a thing, because we shouldn't have done, in many ways. We had 60 horsepower less

than the turbo engines, and obviously if Gilles Villeneuve and Didier Pironi hadn't had their big crashes, then we probably wouldn't have won, but that was a big moment.

“The other moment that I'm very proud of was the active suspension car winning its first race in 1987 at Monza. That was a lot of work. That's another long story, but those are the two. If you wanted a single one, that's difficult, but those two stand out in my mind, certainly.

“Thinking more, Montreal in 1979 was another one where we won the race despite me being completely convinced before we started that we'd run out of petrol and brakes before the end. Back in the day there'd only be a couple of engineers there. The first time we ran full tanks and measured brake wear and fuel consumption was in the Sunday morning half hour warm-up. I did my fuel consumption check, and thought I'd got my numbers wrong, because even if we fully fuelled it, we were going to run out before the end of the race.

“Then I did the brake wear, and the brakes wouldn't finish the race either. Shit... it was the first time I'd been there and it's incredibly hard on brakes, and anywhere that's hard on brakes uses a lot of fuel as well for the same reasons.

“So I'm thinking, what can we possibly do? Villeneuve was quick, and I just said

to Jonesy, 'If you go race-pace the whole race, we'll run out of brakes or petrol – or both – before the end, so I'm going to make a guess at what the brake wear might be like when it's full of fuel, so you just race keeping Villeneuve in sight, and don't get too racey. When I think we can probably get away with it, I'll hang out the 'pump off' sign...'

“We only had one sign to remind them to switch the electric pump off. It really was as guesswork as that.

“He stayed with him for however long it was, and then eventually I thought, 'oh well, it's got to be alright now', hung out the sign, he got racey, and we won!”

Question: What's your favourite Alan Jones story, on track or off track?

Jeremy Morrison
Via email

FD: “Hahaha. Off track there are so many, and the best off-track fun is not the sort of thing you could make public.

“He was a different era, because he wasn't fit, but he was competitive and fast. It all changed, probably with Michael Schumacher who was fit enough to do a qualifying lap every lap of the race. Before that none of the drivers were physically fit enough to do that. There are lots of funny stories with Jonesy to be honest, not in the car, that is.

“He was a strong guy. We would go testing, and he'd do lap after lap after lap and go through it all. He was a brilliant test driver because when you go testing what you want to know is what you've got to fix first, ie: what shortcoming does the car have that is losing the most lap time?

“Jonesy was brilliant at zeroing in on that. He would come in and say, 'I've got too much understeer at the hairpin,' for example. And if you said let's soften the front bar, he would say, 'ahh yes, but it's not that quick changing direction in the chicane...' just to remind you that softening the bar might not be the best solution.

“He didn't feel it was worth telling

you the change of direction at the chicane yet, because he wasn't losing enough time there. Do you see what I mean? He was very methodical in solving the important things first. He was great for that.

“You knew he was knackered if he asked you to bleed the brakes, because that gave him a bit of a breather! He never said he was knackered, but if he needed a bit of a rest he would come in and ask us to bleed the brakes. We finally realised why he needed his brakes bleeding from time to time. It was a never-ending errand!”

MN: Final question. Somewhere years ago, you were quoted about a test you were at in Rio with Nelson Piquet in the Williams. It was getting towards the end of the day, and he did a run in shorts because there wasn't enough time to put his overalls back on... Is that true?

FD: “I'm afraid this is true... And I got the most monumental bollocking for that. We'd had an engine problem, and we'd had to change the engine, and we were just getting the car finished in time to do a shakedown lap. I'm very keen on the car being reliable. The worst thing you can have is an unreliable car, because it's not actually a car, is it?

“Once we changed the engine, I wanted to get a single lap so that we could make sure that the installation was OK and go through it.

“Nelson had already got changed, and was in his shorts, and he didn't want to do the installation lap. He was thinking of every reason why we shouldn't do it, and how we didn't need it and I was extremely insistent that we did need it.

“In the end he just put his helmet on, and went out still wearing his shorts, yeah. I did get a monumental bollocking... He didn't. Back then you didn't have a team manager at tests, the senior engineer was running everything, so I was the person who was in the firing line for anything like that.” ■

“Alan Jones was a great guy to go testing with”

Frank Dernie



Dernie was stunned by Prost's pace during a test session with Ligier

BRITISH GT REPORT: OULTON PARK

Photos: Jakob Ebrey



Carroll held off Gounon in thrilling Oulton battle



Fielding and Williams took "roller coaster" win in GT4

CARROLL RESISTS GOUNON IN OPENER

British GT in 2022 started with a bang in dramatic GT3 and GT4 opening races, by **Graham Keilloh**

Do not let the fact that Shaun Balfe and Adam Carroll won British GT's Oulton Park season opener from pole fool you into thinking that this was a straightforward cruise. It could not have been further removed from standard fare for the returning Balfe and Carroll's victorious Balfe Motorsport Audi, or for anyone else it seemed.

Balfe dropped to sixth in the first-lap combat, and later Carroll in the somehow-recovered Audi in first had to hold off GT superstar Jules Gounon, on his championship and Oulton debut in his RAM Mercedes, closing in and hounding him furiously for victory late on. Carroll just clung on.

Second-place starter Richard Neary in his Team Abba Mercedes got past poleman Balfe at the launch with some door rubbing, and Balfe with lost momentum eventually dropped to sixth on lap one.

"It wasn't ideal was it?," Balfe smiled to Motorsport News afterwards. "Just a little bit of contact pushed me off line, with the tyres not quite and off line there it was the



Browning starts with a win

M25 effect. I just couldn't get out of Cascades cleanly having corrected the car, so I paid a big price there. It was like a bloody Mercedes automotive chain [went past]."

It left a close stint-one top three of Neary plus the McLaren pair of Team Rocket RJN's supersub Graham Davidson and Enduro's Morgan Tillbrook. Yet astonishingly all three hit delays: first Davidson crashed out at Clay Hill when dicing with Neary in traffic, the Neary Mercedes got multiple penalties for contact and a pitstop infringement, while at the pitstop round Tillbrook missed his box and had to do an extra lap.

Then Lewis Williamson's 2 Seas Mercedes, which inherited the lead, also picked up a pitstop-infringement penalty. This all let the Balfe Audi, with Carroll now aboard, back into the lead.

But he suddenly had Gounon to worry about. The car started 10th after Ian Loggie got marbles on his tyres in qualifying, but Gounon taking over for his race stint showed incredible speed, passed Phil Keen's WPI Lamborghini and Jamie Stanley's Fox McLaren to rise to second then quickly gobbled the gap to Carroll to be on the Audi's tail with a quarter of the hour-long race left.

Gounon dodged and dived and even got alongside at the start-finish straight starting the last lap, but Carroll held the inside at Old Hall and maintained the lead to the end.

"That was just the pace we had," Carroll told Motorsport News, "I knew once he [Gounon] got to me he still had to overtake me so I couldn't make a mistake."

"We had a proper exciting moment wheel to wheel with a GT4 in the last

corner and I had to come off [the corner] tight and he got a run on me but I wasn't going to make it that easy. And to be fair to him as well he raced hard and fair."

The GT4 race had plenty of parallels with GT3's. It was equally madcap, and was also won by the polesitter driving an Audi but with some adventures along the way. This time it was Richard Williams and Sennan Fielding's Steller R8 taking the honours.

The Steller pair, a late addition to British GT4's 2022 line-up, looked quick all weekend. Poleman Williams though lost the lead to Benji Hetherington's Valluga Porsche in race one's early going. But Williams got the lead back from the Porsche at quarter distance and eased clear.

But the Steller Audi was another to get a penalty for a too-short pitstop, as did Darren Turner's Newbridge Aston Martin which was set to inherit the lead from the Audi, and Turner's penalty was compounded by struggling to pull away after his penalty halt. Seb Hopkins and Jamie Orton's Team Parker Porsche, also in the mix, also got a pit penalty.

This let Ross Wylie, who'd taken over the Valluga Porsche, into first, but Williams' Audi partner Sennan Fielding recovered from the penalty to pass Wylie for the win with 10 minutes left.

"We made it a little bit more dramatic than it needed to be," Fielding told MN, "Richard had a tiny bit of contact at the start but then fought his way back though."

"It's a roller coaster of emotions, we had a drivethrough and then I realised Newbridge, they had one. When I came out of the pits [after the penalty] I wasn't sure where I was, and the team was like 'drive as hard as you can'."

RESULTS

British GT Championship 2022

Round 1: Oulton Park, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Shaun Balfe/Adam Carroll	Balfe Motorsport/Audi R8 LMS Evo II	Pro-Am	1h00m47.870s
2	Ian Loggie/Jules Gounon	RAM Racing/Mercedes-AMG	Pro-Am	+0.455s
3	Nick Halstead/Jamie Stanley	Fox Motorsport/McLaren 720S	Pro-Am	+16.966s
4	Michael Igoe/Phil Keen	WPI Motorsport/Lamborghini Huracan	Pro-Am	+17.869s
5	James Cottingham/Lewis Williamson	2Seas Motorsport/Mercedes-AMG	Pro-Am	+18.283s
6	Mia Flewitt/Euan Hankey	7TSIX/McLaren 720S	Pro-Am	+19.194s
7	Mark Sansom/Will Tregurtha	Assetto Motorsport/Bentley Continental	Silver-Am	+26.813s
8	Morgan Tillbrook/Marcus Clutton	Enduro Motorsport/McLaren 720S	Pro-Am	+38.435s
9	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+50.355s
10	John Ferguson/Jamie Caroline	RAM Racing/Mercedes-AMG	Silver-Am	+50.582s

11 Stewart Proctor/Lewis Proctor (Greystone GT/McLaren 720S) +51.818s; 12 Kevin Tse/Chris Froggatt (Sky Tempesta Racing/Mercedes-AMG) +1m02.906s; 13 Richard Neary/Sam Neary (Team Abba Racing/Mercedes-AMG) +1m22.778s*; 14 Alex Malykhin/James Dorlin (Redline Racing/Lamborghini Huracan) -2 laps; 15 Kelvin Fletcher/Martin Plowman (Paddock Motorsport/McLaren 720S) -2 laps; 16 Nick Jones/Scott Malvern (Team Parker Racing/Porsche 911) -11 laps; R Graham Davidson/James Kell (Team Rocket RJN/McLaren 720S GT3) 12 laps.

Pole position: Balfe 1m34.692s. **Fastest lap:** Gounon 1m33.857s (103.25mph). **Winner's average speed:** 98.29mph..

Round 1: Oulton Park, GT4

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Richard Williams/Sennan Fielding	Steller Motorsport/Audi R8	Silver	1h01m30.500s
2	Jamie Day/Josh Miller	R Racing/Aston Martin Vantage AMR	Silver	+5.058s
3	Benji Hetherington/Ross Wylie	Valluga Racing/Porsche 718 Cayman	Silver	+7.766s
4	Marco Signoretto/Matt Cowley	Academy Motorsport/Ford Mustang	Silver	+8.281s
5	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage AMR	Pro-Am	+8.634s
6	Jack Brown/Will Burns	Century Motorsport/BMW M4	Silver	+15.116s
7	Jamie Orton/Seb Hopkins	Team Parker Racing/Porsche 718 Cayman	Silver	+30.460s
8	Tom Edgar/Jack Mitchell	Toyota Gazoo Racing UK/Toyota GR Supra GT4	Silver	+32.255s
9	Ashley Marshall/Moh Ritson	Paddock Motorsport/McLaren 570S	Silver	+54.114s
10	Joe Wheeler/Freddie Tomlinson	Assetto Motorsport/Ginetta G56	Silver	+1m01.316s*

11 Aaron Morgan/Bobby Trundley (Team BRIT/McLaren 570S) -1 lap; 12 Tom Rawlings/Chris Salkeld (Century Motorsport/BMW M4) -1 lap. **Pole position:** Williams 1m42.395s. **Fastest lap:** Fielding 1m43.277s (93.83mph). **Winner's average speed:** 89.28mph. *30s penalty in lieu of drivethrough

SUPPORT RACES

Alex Walker extended his points lead in the GB4 championship after the Elite Motorsport driver took two lights-to-flag victories at Oulton Park.

His closest title rival Tom Mills finished last in Saturday's opening race having stalled on the grid, but fought through from fifth to second in race two, pulling off a neat switchback on Max Marzorati exiting Lodge for the runner-up spot.

Nikolas Taylor, winner of the inaugural GB4 race at Snetterton, endured

two torrid starts from the front row with the Fortec Motorsports driver only able to salvage sixth and third respectively.

British Touring Car Championship race-winner Chris Smiley adapted to life in TCR UK seamlessly, taking pole and dominating the opening race aboard a Honda Civic Type R – having only driven the Restart Racing-run car for the first time on Friday.

Max Hart (Hyundai i30 N)

claimed second after passing Isaac Smith out of Lodge on lap nine of 15, as double TCR UK champion Lewis Kent finished fifth (Hyundai Veloster).

Will Jenkins recovered from the disappointment of retiring from the opening Ginetta GT5 Challenge race with a cracked clutch plate to dominate race two – the Ginetta Junior graduate passing race one winner Nat Hodgkiss into the Hislops chicane.

Stefan Mackley

RACE WINNERS

■ **GB3 championship**
Race 1: Luke Browning (Hitech GP)

■ **TCR UK**
Race 1: Chris Smiley

(Honda Civic Type R FK7)

■ **GB4 championship**
Races 1 & 2: Alex Walker (Elite Motorsports)

■ **Ginetta GT5 Challenge**
Race 1: Nat Hodgkiss (Race Car Consultants)
Race 2: Will Jenkins (Elite Motorsport)

GB3 RACE 1 REPORT BY GRAHAM KEILLOH

FAVOURITE BROWNING BOSSES GB3'S SEASON OPENER

Luke Browning adhered to his pre-season GB3 title-favourite status by dominating the opening race of the season at Oulton Park.

The 2020 British Formula 4 champion at his local track and happy hunting ground – and with plenty of vociferous supporters on hand – streaked clear from pole to win by over 10 seconds.

Browning told MN: "We did exactly what we wanted to do in terms of our plan coming into the meeting.

Hitech deserves the results."

Even Browning though was surprised by his victory margin: "It's a very difficult championship. To win by that shows how much hard work we've put in but I'm sure it won't be that easy [this year]."

Browning's task was simplified for Fortec's British F4 graduate Joel Granfors, who looked rapid throughout and qualified second, less than half a tenth off Browning, getting a five-place grid drop after

a qualifying collision with Chris Dittmann Racing's Branden Oxley.

Come the race, with passing tough, Granfors progressed to fifth then dropped to sixth on the final lap when he got stuck in fifth gear.

Returnee Roberto Faria, now with Carlin, was second just ahead of JHR's reigning British F4 champion Matthew Rees.

● *Reports for GB3's Oulton races two and three, and for the rest of the supports, will be in next week's MN.*

RACING REPORTS

Photos: Steve Jones

DONINGTON PARK: MSVR BY PAUL LAWRENCE APRIL 15-16



Formula Junior man Alex Ames worked to fend off Clive Richards

DAVIES TOPS THE FIGHT WITH THE STARS

The opening laps of the Pre '66 Touring Car race were as good as anything from their modern counterparts as four American V8s battled furiously for the lead. It was the opening salvo in an hour-long race that ultimately fell to the Ford Mustang of Craig Davies.

After several laps of remarkably clean door-handle action, the Falcons of Sam Tordoff and Julian Thomas edged a few yards clear of Davies as Steve Soper retired his Mustang to the pits with gearbox woes.

Tordoff drove his freshly rebuilt Falcon beautifully, but Thomas tracked every move of the former BTCC racer. "Julian gave me a really good fight," said Tordoff, who pitted mid-race, taking an extra 40-second penalty as a solo driving pro-rated driver, but was soon back into the pits to retire with a broken exhaust manifold.

Thomas then handed his Falcon over to Calum Lockie. "I think I roasted the tyres battling with Sam," admitted Thomas as Lockie

set out to try and bring the car home. With a 20s lead, it looked good but a safety car for some debris at the Old Hairpin cost Lockie his cushion and he was powerless to keep the sliding Falcon ahead as Davies moved through for a fine victory. John Spiers and Nigel Greensall drove superbly to take the final podium place at the head of a ferocious Lotus Cortina contest.

Tom Bradshaw dominated the Historic Sports Car race until the pitstops when his Chevron B19 refused to restart with fuel pressure issues. It was two laps before the team got the engine fired up and Tom was able to rejoin. In the meantime Andy Willis had gone clear to win with an excellent solo performance in Stephan Joebstl's Lola T212.

Ray Mallock was the star of the front-engined Formula Juniors after two fabulous contests with the Terrier of Chris Drake. In both races Drake spent a number of laps ahead but Mallock had tigered his U2 Mk2 back into

the lead by the end of both races.

Alex Ames and his Brabham BT6 were the class of the rear-engined Formula Junior pack but he had to work very hard on Saturday. With an ongoing clutch issue, Ames elected to start the second race from the back and scorched through to take the lead from Clive Richards. However, the Lotus racer then held on tenaciously to take the fight back to Ames over the closing laps and there was just 0.138s in it at the flag.

Despite dropping to second place behind Steve Hartley's McLaren after a fuel pressure problem struck his Tyrrell 012 on Friday, Martin Stretton was the class of the Historic F1 field. On Saturday, he elected to start from the pitlane and flew up the order to take the lead from Greg Thornton's Lotus 91/5. Thornton gave a gutsy chase, but Stretton had it under control.

Will Nuthall was the twice the clear class of a bumper HGPCA pack in his Cooper T53, winning both races at a canter. Impressive from the chasing pack was category newcomer Tim Child who finished second on Saturday in his Brabham BT3/4 as Peter Horsman worked his Lotus 18/21 up to third after starting the opening race from the pitlane.

Finally, Thomas and Lockie won the Gentleman Drivers enduro in the Cobra Daytona Coupe after a superb performance from both drivers.



Craig Davies lifted the Pre-1966 tin-top spoils

RACE WINNERS

Formula Junior (front-engined) Races 1 & 2: Ray Mallock (U2 Mk2)	Masters Racing Legends Race 1: Steve Hartley (McLaren MP4/1); Race 2: Martin Stretton (Tyrrell 012)	(Cooper T53)	Masters Sports Car Legends Andy Willis (Lola T212)
Formula Junior (rear-engined) Races 1 & 2: Alex Ames (Brabham BT6)	Pre '66 Touring Cars Craig Davies (Ford Mustang)	Gentleman Drivers Julian Thomas/ Calum Lockie (Cobra Daytona Coupe)	Pre '66 Grand Prix Cars Races 1 & 2: Will Nuthall

CADWELL PARK: VSCC BY MARCUS PYE APRIL 16

BRETT FORCED TO WORK FOR GLORY IN MELVILLE AND GEOGHEGAN SHOWDOWN

What can match the spectacle of glorious Vintage cars competing against a verdant backdrop on a sunny day? Cadwell Park at its most photogenic proved the perfect venue for the Vintage Sports-Car Club's first pure race meeting of the season on Saturday. Like the quality of cars, racing standards across the grids were high and there were some unusual results.

In the first of the club's staples, the Melville and Geoghegan Trophies race, for instance, Mark Brett powered his faithful Ballamy Ford V8 Special

to an unexpected, and narrow, victory over Sue Darbyshire's zippy Morgan three-wheeler and Max Sowerby's pretty Talbot Lago T23.

Encouraging the next generation of VSCC racers, Charles Maeers thudded his father's 6.1-litre aero-engined GN Parker clear of trick tricyclist Sandford Andrews' Morgan Aero in the Under 30s contest. David Seber (Wolseley Hornet Special) pipped Harry Painter (MG PA) to third.

The Frazer Nash/GN race eschewed the quickest of Archie FN's chain-gangers

(which had performed at Goodwood the previous weekend), showcasing 28 cars powered by a variety of engines. Mark Walker's GN Thunderbug, motivated by a wondrous 4.2-litre vee-twin, emerged on top, chased by David Johnson (Super Sports) and Paul Weston (TT Replica).

A Nash also headed the Len Thompson Memorial Trophy race for VSCC Specials when the chequered flag fell, Jonathan Cobb's Ford-powered machine triumphing over Anthony Seber saddling the family's

blue Wolseley, with Andrews in third place.

Support for the hallowed Seaman (Vintage and Historic) and Flockhart Trophy (Pre-'66) races continues to wane, even when amalgamated. Fred Harper's Kurtis-Offenhauser Indycar fell in practice, leaving the Grand Prix Coopers of Justin Maeers (T51) and his spanner man Charlie Martin (T53) to a merry tussle. With a 2.5-litre Climax FPF engine in the tail of the later chassis Martin outgunned the boss's two-litre car.

Mike Painter's Kayne

RACE WINNERS

Melville and Geoghegan Trophies Mark Brett (Ballamy-Ford LMB V8 Special)	Len Thompson Memorial Trophy Jonathan Cobb (Frazer Nash-Ford)	500CC F3 Races 1 & 2: Alex Wilson (Cooper-Norton Mk10)
VSCC Under 30s race Charles Maeers (Parker-GN)	Seaman and Flockhart Trophies Charlie Martin (Cooper-Climax T53)	Allcomers Scratch Race 1: Ian Baxter (Alta 61 IS); Race 2: Stuart Morley (Bentley 3/4 1/2)
Frazer Nash/GN Mark Walker (GN Thunderbug)	Triple M Register Charles Goddard (MG PA-PB)	Allcomers Handicap Race 1: James Miles (Austin 7 Spl); Race 2: Alistair Littlewood (Bentley 3/4 1/2)

Special was out within the first few yards of the Triple M Register Pre-War MG race with a broken gear lever, leaving polesitter Charles Goddard (PA-PB) unchallenged. Duncan Potter (Monlhery Midget) and Simon Jackson (PB) finished more than 70 seconds adrift. Sixty-nine years after

Lincolnshire driver Reg Spreckley won Cadwell Park's first car race in a 500cc F3 Cooper-JAP, Alex Wilson blitzed the 500 OA field both times out in father Chris's distinctive 'flag of Guernsey' Cooper-Norton Mk10. Ewan Cameron and Simon Dedman completed marque clean sweeps.



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RACING REPORTS

Photos: Richard Styles

SNETTERTON: BRSCC BY PETER SCHERER **APRIL 16-17**

AMOS AHEAD AND JORDAN TOPPLED IN MINIS



Mike Jordan (ahead) was finally beaten...



Fraser Fenwick was a double MX-5 winner

There were two wins out three for Richard Amos in the Mazda MX-5 Super Cup at Snetterton last weekend.

The first race was restarted after an opening lap pile-up at Wilson. At the second attempt, James Cossins came under a late challenge for his lead from Patrick Fletcher. The pair touched at Brundle and Amos snatched the win from the recovering Cossins, with Leigh Britten third.

Cossins went off at the first corner in race two which left Amos chasing Adam Bessell for the lead. However, Fletcher got them both on lap seven and survived an excursion at Brundle as there was fluid down on the circuit. Bessell's recovery was swift and, after a number of last-

lap exchanges, he led from Brundle to seal victory. Fletcher was second and Amos third in a close run to the flag.

Amos got ahead of John Langridge into Brundle on the third lap of race three but couldn't hold off Colin Bysouth's challenge. Bysouth was first on the road, but was given five-second avoidable-collision penalty. That dropped him to third spot behind Amos and Will Blackwell-Chambers.

Both Mini Se7en races featured a three-way fight between Connor O'Brien, Mike Jordan and Joe Thompson. Thompson spent both races mainly sat inches behind his duelling rivals and came home third in race one. Jordan made the decisive move for the win two laps from home,

when O'Brien ran wide after a lock-up into Brundle.

O'Brien was able to take his first win of the season in race two following an early break. He left Jordan, Thompson and Spencer Wanstall fighting for the rest of the podium places.

Jordan went into Riches for the final time in second place but dropped to fourth behind Thompson, with Wanstall following at Wilson. Jordan recovered third, but it was his first championship defeat this season.

Fraser Fenwick was a three-time winner in the Mazda MX-5 Mk1s. He was in a great battle with Tom Smith in race one, with both holding station until Smith led into Brundle on lap eight. Still running inches apart,

Fenwick regained his advantage around Nelson on the last lap, while Seb Fisher pipped Jason Greatrex for a late third.

For lap after lap, Fenwick and Greatrex kept swapping and changing in race two until the former finally made it stick exiting Wilson two laps from home. Callum Greatrex was third after shadowing father Jason.

It was Fenwick in charge from the start of the final race, with Greatrex Sr losing out after being dive-bombed by Luke Pullen on the opening lap. Mike Comber finally claimed second, from Pullen.

Rupert Deeth just pipped Aaron Smith and Jeff Smith in the first Mini Miglia race, after all three had shared the lead.

It was any one from six in

RACE WINNERS		
Mazda MX-5 Super Cup Races 1 & 3: Richard Amos; Race 2: Adam Bessell	Fraser Fenwick	Mazda MX-5 Clubman Race 1: Thomas Langford; Race 2: Declan McDonnell
Mini Se7en Race 1: Mike Jordan; Race 2: Connor O'Brien	Mini Miglia Race 1: Rupert Deeth; Race 2: Aaron Smith	Zeo Prototype Races 1 & 2: Mike Jenvey (Jenvey Gunn TS6)
Mazda MX-5 Mk1 Races 1, 2 & 3:	C1 Endurance Ardcor Modelmakers (John Ardis/Mike Graham)	Clubsport Trophy David Shead/Malcolm Edeson (BMW Compact)

the second race, but Aaron Smith just held on from Jeff by just 0.144s from Kane Astin and Deeth.

Ardcor Modelmakers John Ardis and Mike Graham took the victory spoils in the first C1 Endurance race of the season.

Their strategy worked to

perfection and they were rarely out of the top six in the whole five hours.

Oakley Motorsport's Harry Newman-Oakley and Graham Oakley took a late second from early leaders Emax Motorsports (Jake and James Little and Stuart Ratcliffe) into Oggies on lap 100.

BRANDS HATCH: BARC BY MARK PAULSON

APRIL 16-17

Photos: Gary Hawkins

BATTLE-SCARRED MGs TOP THE THRILLS AT BRANDS HATCH

Two astute drives from MG Owners' Club champion Steve McDermid were rewarded with a double victory at Brands Hatch as rivals Will Sharpe and Fergus Campbell twice clashed.

Contact as Sharpe rounded Campbell at Paddock Hill Bend in the opener put both in the gravel, eliminating Sharpe while Campbell recovered to fourth. With McDermid delayed in the melee, Steve Darbey and Jack Woodcock then traded the lead before McDermid split them at Surtees. The champion inherited victory after Darbey was penalised for passing under safety car conditions.

A determined Sharpe thrilled with his overtaking manoeuvres to climb from fourth to first in race two. "They said after the first race that you can't overtake people around the outside at Paddock Hill and I thought, 'I'm going

to overtake everybody around the outside of Paddock Hill!'" he explained. The flashpoint came on the penultimate lap. A better exit from Graham Hill Bend allowed Campbell to draw alongside Sharpe before they clashed and careered over the grass at Surtees. Sharpe cut across to rejoin at the pit entry, letting McDermid by to avoid a penalty, as Campbell trailed home third.

While each driver blamed the other, the clerk of the course determined no further action was necessary for either incident, and McDermid was left with a healthy points lead.

Piers Grange and Alan Greenhalgh split Pre-'66 Touring Car honours, pushing their big V8s to the limit to stave off Barry Sime's Mini and Robyn Slater's Ford Anglia. V8 power also took Andy Wilson to a pair of Classic Thunder wins, as he fought back after slow starts on cold tyres.

While Dave Jenkins won two of five British Truck races – the first after Ryan Smith tripped over a backmarker – reigning champion Smith's pace looked more convincing as he cruised to an opening win and took four more podium finishes.

George Turiccki could not be beaten in two entertaining Pickup Trucks races, although Reece Jones ran him very close in the second. A hastily built new car helped Will Gibson to a level of dominance rarely seen in Legends, as he won four races and took podiums behind Miles Rudman and John Mickel in the other two.

Dave Griffin claimed two more Pre-'93 Touring Car wins, as Jonathan Corker (Datsun 510) and Stephen Primett each headed the Pre-'83 section. Don Hughes won both Pre-'03 races, while Tom Robinson twice took the concurrent Jaguar Challenge.

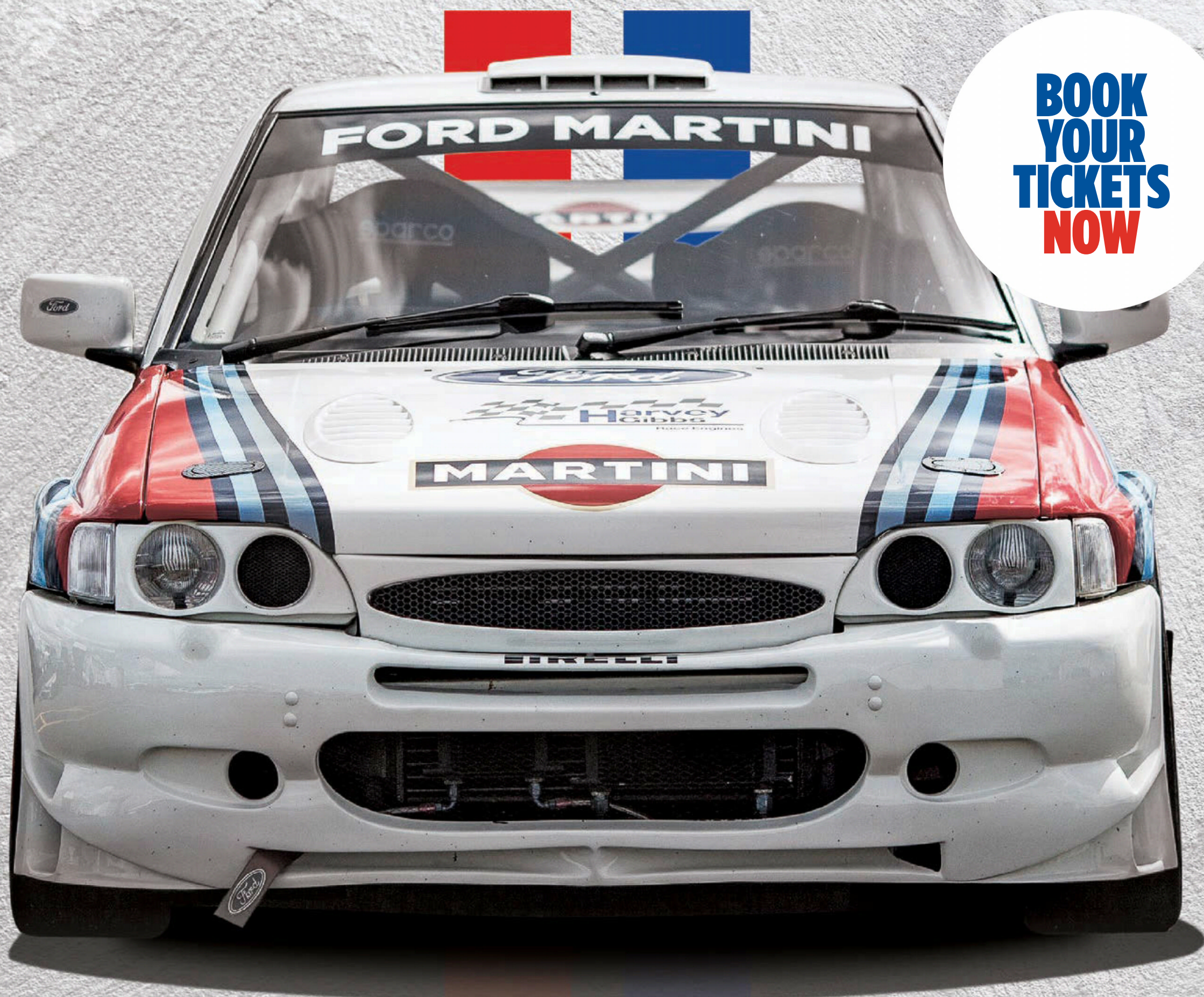


Will Sharpe (left) and Fergus Campbell got up close and personal in the MGOC race...

RACE WINNERS				
MG Owners' Club Races 1 & 2: Steve McDermid (MG ZR 170)	British Truck Racing Race 1: Ryan Smith (Daimler); Races 2 & 3: Dave Jenkins (MAN TGX); Race 4: Stuart Oliver (Volvo VNL); Race 5: Simon Reid (Iveco Stralis)	Pickup Trucks Races 1 & 2: George Turiccki	Classic Thunder/BOSS Races 1 & 2: Andy Wilson (Holden Monaro)	Pre-'03 Touring Cars/Jaguar Challenge Races 1 & 2: Don Hughes (Peugeot 306 XSi)
Pre-'66 Touring Cars Race 1: Piers Grange (Ford Mustang); Race 2: Alan Greenhalgh (Ford Falcon Sprint)		Legends Race 1: Miles Rudman; Races 2, 3, 4 & 5: Will Gibson Race 6: John Mickel	Pre-'83 & Pre-'93 Touring Cars Races 1 & 2: Dave Griffin (BMW E36 M3)	Kumho BMW Races 1 & 2: Niall Bradley (BMW E46)



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SPORTING SCENE REPORTS

BRITISH RALLYCROSS CHAMPIONSHIP: LHRC BY HAL RIDGE

APRIL 16

PERFECT CURTAIN-RAISER FOR BENNETT

Photos: Tom Banks



Bennett was in charge in his Mini



Teenager Patrick O'Donovan was a standout performer

At the same circuit where he first tested a rallycross Supercar in early 2017, Oliver Bennett dominated the opening round of the 2022 British Rallycross Championship 5 Nations Trophy at Lydden Hill. Driving the BMW Mini developed by his own Xite Energy Racing team, Bennett won both qualifying sessions to top the Intermediate Classification, then ran at the front throughout the first semi-final and the final. Behind Bennett, the performance of the day was delivered by Supercar debutant Patrick O'Donovan, just days

after celebrating his 18th birthday. Driving the Tony Bardy Motorsport-run Ford Fiesta campaigned by his father Ollie in recent years, O'Donovan was third quickest in the first qualifier but hit the wall on the outside of Turn 1 while trying an opportunistic move in Q2. He fought back to start on the front row of the final, took his joker at the first opportunity and picked his way through the field as those ahead took their jokers, to secure an emphatic second-place result. The latter stages of the race included a battle between O'Donovan and reigning

champion Tohill, the latter suffering a clutch issue during the race, and eventually finishing third to get his title-defence underway. Six-time champion Julian Godfrey overcame issues in qualifying to finish fourth and score solid points, while Ollie O'Donovan crossed the line in fifth on the debut of his new Proton Iriz RX. O'Donovan made the final despite finishing his semi-final in fifth. In that race, O'Donovan and Andy Grant had a one-lap battle that concluded in O'Donovan spinning at the Devil's Elbow. Grant finished fourth on track but was penalised post-race and didn't make the final. Jack Thorne was also in contention for a solid result, on his first start in a Pat Doran-owned Citroen C4, but a broken suspension arm in the semi-final ended his chances. Reigning Supernational champion Jason Bleasdale claimed victory in his new naturally aspirated Vauxhall VX220, beating 2020's title-winner Paige Bellerby to the flag. His brother Darren campaigned Jason's 2021 machine and completed the podium. Luke Constantine and Max

Langmaid claimed a victory each in the Swift Sport and Junior RX divisions, while rallycross stalwart Dave Bellerby took the win in the BMW Mini class. Making his first appearance in the RX150 buggy category, World Rallycross Championship event-winner Sebastian Eriksson dominated, winning every session and the final from the front. He was followed home by another RX150 debutant, rising UK rally star George Lepley, while two-time Dakar rally winner on two wheels, Sam Sunderland, made his four-wheel competition debut and completed the podium. Belgian veteran Jos Sterkens claimed victory in the Super Retro category and Steve Cozens won the Retro Rallycross final.

Results
Organiser: LHMC **When:** April 16 **Where:** Lydden Hill **Starters:** 76
Round 1: 5 Nations BRX: 1 Oliver Bennett (BMW Mini) 4m18.477s; 2 Patrick O'Donovan (Ford Fiesta) +5.948s; 3 Derek Tohill (Ford Fiesta) +7.271s; 4 Julian Godfrey (Ford Fiesta); 5 Ollie O'Donovan (Proton Iriz); 6 Tristan Ovenden (Citroen DS3) **Class winners, Supernational:** Jason Bleasdale (Vauxhall VX220); **Junior:** Max Langmaid (Suzuki Swift); **Swift Sport:** Luke Constantine (Suzuki Swift); **BMW Mini:** Dave Bellerby (BMW Mini); **ALL4 Mini:** David Bell (BMW Mini); **Super Retro:** Jos Sterkens (Ford Escort); **Retro Rallycross:** Steve Cozens (Citroen AX); **RX150:** Sebastian Eriksson (RX150);

NATIONAL HOT RODS: SKEGNESS BY GRAHAM BROWN

APRIL 15

Photos: mkpics.net

WALLER-BARRETT KEEPS HOLD OF THE CARTER CUP

Carl Waller-Barrett underlined his love of the east coast oval by claiming a heat and final double and could have saved himself the bother of returning the Stuart Carter Trophy which he won when the NHRs were last at Skegness three years ago. Rapid newcomer Barry Limer lifted the other heat. In the opening race Limer took off from pole hotly pursued by Karl Baker and Sam Gray. An early coming together involving Shaun Taylor spinning at Turn 4 and getting collected by Gavin Murray and Paul Wright looked like it might bring out the yellow flags but the drivers sorted themselves out sufficiently for the race to continue. When Baker and Gray came under pressure from Dick Hillard and Hayden Ballard, Limer was able to extend his lead by a tiny margin, but that didn't last and he did well to stay ahead to the flag. Gray finished second with Hillard third, at least until he neglected to attend the post-race weight check and got disqualified, bringing Terry Hunn up one spot. It was Baker vs Limer once more in heat two but they'd

barely completed a lap before it all kicked off at Turn 4 again, five cars becoming scattered there in disarray. This time a caution was absolutely required. Baker still led for the resumption but Limer swiftly lost out to Hunn with a gaggle of others strung out behind. It didn't look as though anyone was going to make a lot of progress, particularly among those who'd started near the back, but obviously no-one had told Waller-Barrett. While Hunn relieved Baker of the lead, CW-B got on the outside line and charged, passing a car every lap and sometimes every corner. He was in third place with three laps to go and put Baker behind him a lap later but just ran out of time to challenge the leader. It took Hunn's two-place contact penalty to give Waller-Barrett the win he'd looked destined for anyway. After that performance, a second-row start for CW-B in the final suggested this really was going to be a case of who would finish second. It took precisely a lap for Waller-Barrett to grab the lead from Hunn and even a brief yellow for Limer's stranded car

was of zero concern to the leader who simply marched further and further clear for the duration. The battle for second was still intense though, with John Sibbald and Jason Kew hard at it until caught by Perry Cooke, who chased Kew past the Scot. But another Scot coming into the mix was Rob McDonald. Now clearly dialled in, he pressed Cooke hard and almost had him boxed in behind a backmarker on the last lap when the pair touched, putting world champion McDonald out with broken steering. Their collision enabled Aaron Dew to dive into third.

Results
Organiser: Skegness Raceway **When:** April 15 **Where:** Skegness Raceway **Starters:** 28
Heat one: 1 Barry Limer (Vauxhall Tigra); 2 Sam Gray (Peugeot 206cc); 3 Terry Hunn (Ford Fiesta); 4 Mikey Godfrey (Vauxhall Tigra); 5 Hayden Ballard (Vauxhall Tigra); 6 Mark Shelper (Peugeot 206cc); 7 Karl Baker (Vauxhall Tigra); 8 Perry Cooke (Vauxhall Tigra). **Heat two:** 1 Carl Waller-Barrett (Vauxhall Tigra); 2 Baker; 3 Hunn; 4 John Sibbald (Vauxhall Tigra); 5 Rob McDonald (Vauxhall Tigra); 6 Shelper; 7 Dick Hillard (Vauxhall Tigra); 8 Jason Kew (Ginetta G40R). **Final:** 1 Waller-Barrett; 2 Kew; 3 Aaron Dew (Ginetta G40R); 4 Cooke; 5 Sibbald; 6 Ballard; 7 Hunn; 8 Chris Haird (Vauxhall Tigra); 9 Godfrey; 10 Billy Wood (Vauxhall Tigra). **Points:** 1 Waller-Barrett 346; 2 Wood 342; 3 Cooke 301; 4 Haird 279; 4 Dew 272; 6 Gordon Alexander 261.



Vauxhall Tigra racer Carl Waller-Barrett was in hot form on the return to Skegness



The victor, who tops the English points table, picked up the Stuart Carter silverware

RALLY REPORTS

CIRCUIT OF IRELAND RALLY: BY MARTIN WALSH
APRIL 15-16

LATE CHARGE PAYS OFF FOR KING FISHER

Photos: Martin Walsh



Fisher delivered a late burst of pace



Moffett was left frustrated by a decision from officials

Ascintillating performance through the final stage delivered victory on the Circuit of Ireland Rally for Alastair Fisher and his co-driver Gordon Noble in their VW Polo GTi R5.

The duo finished 11.6 seconds ahead of Hyundai i20 R5 battlers Josh Moffett/Andy Hayes. Callum Devine and Donegal's Shane Byrne (VW Polo GTi R5) were 30.3s further behind in third position.

Desi Henry began and ended the opening day in the lead position in his Ford Fiesta R5 after a superb battle for supremacy between himself, Devine and Moffett. This trio had broken clear leaving

Fisher heading the chasing pack.

Henry netted a 3.7s lead from the opening stage where both Moffett and Fisher had moments over one of the many jumps that shook their confidence for a time.

Devine increased his pace and took the lead on the third stage but then his car suffered a puncture the front-right wheel on stage five. Henry took advantage and set a scorching time, some 17s clear of the rest, to reclaim top spot and end the day with an 10.2s cushion over Devine, with Moffett 6.2s further behind.

Fisher, Meirion Evans (VW Polo), Skoda Fabia R5 debutant Cathan McCourt and the Citroen

C3 of Jonny Greer followed.

Declan Boyle took time to get accustomed to his VW Polo GTi and held eighth overnight in a top 10 that also featured Daniel McKenna (Ford Escort) and Jason Mitchell (Ford Fiesta R5).

Although Henry extended his lead to 14.3s over the opening two stages of the second leg, he retired with a sensor issue on stage nine. Moffett, quickest on a fog-shrouded morning opener and Fisher, on the second of the morning tests, Glendun, were the respective pacesetters with the latter "leaning" on his VW Polo with great intent.

On the repeat of both Cairncastle and Glendun, Fisher reigned

supreme. The Cairncastle stage was significant as both he and Moffett beat the bogey. On arrival at the final service, the results showed Moffett with a 5.2s lead over his arch-rival with third-placed Devine losing touch courtesy of a spin, a stall and a misfire.

While the competitors were en route to the final stage, organisers scrapped the bogey times and subsequently, Moffett's lead over Fisher was just a mere 0.2s.

The Cairncastle 14-miler decided the outcome as Fisher stormed through to claim his first-ever Circuit win while second-placed Moffett was left disappointed with the

organisers' decision.

Devine came home third ahead of Greer, an impressive McKenna and Derek McGarrity gave his debut to a VW Polo GTi R5 on what was his first real Tarmac rally in two years.

McCourt was a final stage retirement when his Skoda stuck in first gear. The VW Polo GTi R5s of Evans (broken wheel) and Boyle (engine issues) had bowed out earlier.

Results

Circuit of Ireland Rally

Organiser: Ulster Automobile Club **When:**

April 15-16 **Where:** Ballymena, County Antrim

Stages: 11 **Championships:** Irish Tarmac Rally Championship; FIA European Rally Trophy (Celtic Region) **Starters:** 75

1 Alastair Fisher/Gordon Noble (Volkswagen Polo

GTi R5) 1h37m53.9s; 2 Josh Moffett/Andy Hayes (Hyundai i20 R5) +11.6s; 3 Callum Devine/Shane Byrne (Volkswagen Polo GTi R5) +41.9s; 4 Jonny Greer/Darragh Mullen (Citroen C3 Rally2) +2m11.1s; 5 Daniel McKenna/Andrew Grennan (Ford Escort) +4m43.2s; 6 Derek McGarrity/Graham Henderson (Volkswagen Polo GTi R5) +4m45.5s; 7 Jason Mitchell/Paddy McCrudden (Ford Fiesta Rally2) +5m09.9s; 8 Alan Carmichael/Arthur Kierans (Hyundai i20 R5) +5m58.3s; 9 Niall Henry/Barney Mitchell (Ford Fiesta R5) +6m26.4s; 10 Stuart Biggerstaff/Anthony Nestor (Ford Fiesta R5) +8m00.8s. **Class winners:** William Creighton/Liam Regan (Ford Fiesta Rally3); Ryan Caldwell/Grace O'Brien (Ford Fiesta Rally2); Marshall Kennedy/Davy Young (Peugeot 306 GTi); Malcolm Johnston/Sam Magill (Skoda Felicia); Ryan McHugh/Dedan Boyle (Honda Civic); Sam Adams/Michael Johnston (Ford Escort); William Carey/Jimmy Graham (Ford Escort); McKenna/Grennan; Paul Britton/Liam McIntyre (Subaru Impreza); McGarrity/Henderson; John Keatley/James McKeefry (Porsche 911); Craig MacWilliam/Guy MacWilliam (Ford Escort); James Ford/Neil Shanks (Ford Escort); Jonni McDaid/Chris Corry (Talbot Samba); Richard Hall/Declan Campbell (Ford Escort).

TOUR OF EPYNT RALLY: BY SIMON GRONOW
APRIL 16

BELL CONTROLS THE PACE FOR FOUR-WHEEL-DRIVE GLORY

Photos: rallygallery.com

On only his second outing in a four-wheel-drive car, Ruairi Bell had a very successful first run over the Epynt ranges as he took his first outright win on the opening round of the 2022 Motorsport UK Asphalt Rally Championship, the Tour of Epynt Rally.

Driving a Skoda Fabia, he and Max Freeman were fastest on six of the seven special stages over the demanding ranges to take a comfortable win. Mark Kelly/Neil Colman went well to finish second in their Ford Fiesta R5 with Damian Cole taking third place with youngest daughter Charlotte alongside in his Skoda Fabia R5+.

In pleasant conditions Bell got off to the perfect start. He set fastest time on the opening nine-mile test and, by the end of the morning, fastest times on all of the following stages gave the Skoda crew a comfortable 38-second lead. Kelly and Colman, who lost time after hitting a stage-one chicane, were in second place with Damian and Charlotte Cole tied for third with John Stone/Rhys Stoneman (VW Polo GTi). Steve Simpson/Patrick Walsh were a problem-free fifth in their Fiesta.

There would be no change in the afternoon which consisted

of two long stages run in the opposite direction to the morning. Bell/Freeman were quickest on the first before settling for second-fastest time on the final test to record a well-deserved win.

After his stage-one mishap, things got better for Kelly. He consistently set top-three times and went on to record a career-best Epynt finish of second. The Coles finished third.

Thirteen seconds behind in fourth position were James Williams/Dai Roberts who were left ruing an early 20s penalty. The pair were second-fastest behind Bell on the penultimate stage before clocking the fastest time on SS7 in their Hyundai i20.

Fifth-placed Stone enjoyed his day, while Steve Wood/Dale Bowen were troubled by a day-long handbrake problem on their sixth-placed Fiesta WRC and finished ahead of Simpson/Walsh.

Once early intercom problems were sorted, Bob Fowden/Aled Davies took their Impreza to eighth, holding off the impressive challenge of Welsh Championship rivals Wayne Tar Jones/Rhys Jones. They took their new Darrian T90 to a class win, while last year's

winner Neil Roskell rounded off the top 10.

Another Epynt debutant, Tom Llewellyn, had a good run as he and Jack Bowen won the Historic class in their Ford Escort. Phil Turner/Ian Meakin nursed their class-winning modified Ford Escort over the closing stages with differential issues. After curing early brake problems, Will Mains/Claire Williams won the 1400cc class in their Vauxhall Nova. Graham Muter/Steve Hallmark won the 1600cc class despite the starter motor failing on their Ford Escort.

Results

Organiser: Port Talbot Motor Club **When:** April 16 **Where:** Epynt Ranges **Championships:** Motorsport UK Asphalt Rally Championship; Welsh National Tarmacadam Championship; King of Epynt Challenge; IPS Rally Challenge; ANWCC Stage Rally Championship **Stages:** 7 **Starters:** 69 1 Ruairi Bell/Max Freeman (Skoda Fabia) 48m 24s; 2 Mark Kelly/Neil Colman (Ford Fiesta R5) + 44s; 3 Damian Cole/Charlotte Cole (Skoda Fabia R5+); 4 James Williams/Dai Roberts (Hyundai i20 R5); 5 John Stone/Rhys Stoneman (VW Polo GTi R5); 6 Steve Wood/Dale Bowen (Ford Fiesta WRC); 7 Stephen Simpson/Patrick Walsh (Ford Fiesta Rally2); 8 Bob Fowden/Aled Davies (Subaru Impreza S11); 9 Wayne Tar Jones/Rhys Jones (Darrian T90); 10 Neil Roskell/Andrew Roughead (Ford Fiesta R5). **Class winners:** William Mains/Claire Williams (Vauxhall Nova); Graham Muter/Steve Hallmark (Ford Escort); Phil Turner/Ian Meakin (Ford Escort R5); Martin Curzon/Daniel Jones (Ford Escort); Jones/Jones; Richard Clews/Carl Williamson (Subaru Impreza STi); Emyr Morgan/Paul Jones (Mitsubishi Lancer E10); Williams/Roberts; Tom Llewellyn/Jack Bowen (Ford Escort MK2).



Ruairi Bell was the pacesetter throughout the opening Asphalt battle of the season



Fiesta man Mark Kelly held on to second spot, recovering from a first-stage slip up

FEATURE



THE LIDS ARE ALRIGHT:
THE FAVOURITE CRASH HELMET DESIGNS

In the latest Motorsport News poll, we want you to pick out the most loved crash helmets

Photos: Motorsport Images

A driver can express their individuality in so many ways – it is not only with the talent they display on the racetrack. And, foremost among the ways a driver can make a mark is their crash helmet designs.

In the modern world of motorsport, it is harder and harder to see the flashes of colour that were so identifiable in the past. It is particularly more difficult with halos and aeroscreens, although those are vital developments. Another trend among the modern generation of racers is to swap designs to either dovetail with the demands of backers or to bring attention to any particular causes they feel need highlighting.

We are on the hunt for your favourite designs, and we have narrowed down a

HOW TO VOTE

- Visit [fastcar.co.uk](https://www.fastcar.co.uk)
- Click on 'Motorsport News'
- Find your favourite and vote

shortlist to 10 – which was hard enough in itself. Now it is over to you. We would like you to cast your eye over the ones we have picked out and select your favourites.

THE NOMINEES

1 Mario Andretti

The predominantly silver crash helmet had been a feature of Mario Andretti's early career even before he switched from an open-faced helmet to a full-face design in the late 1960s. The idea for the chevron down the centre came from the logo of a sponsor in 1972, and Andretti Sr tweaked the colours and sported it thereon.



2 Stefan Bellof

Brilliant German star Stefan Bellof had served his apprenticeship in his domestic Formula Ford and F3 championships. While his driving did the talking, his plain white crash helmet design meant he didn't stand out from the crowd in that department. It wasn't until he joined the Maurer F2 team in 1982 that he adopted the patriotic team's version of the German flag with a black background and red and yellow strips.



3 David Coulthard

The Scottish are a proud nation and the saltire symbol has become synonymous with their racing exploits. David Coulthard's bold design – which he used from his earliest days in karting and Formula Ford – set the trend. BTCC champ John Cleland claims to have been the first to incorporate the St Andrew's cross, Coulthard's career in F1 brought it to a wider audience.

4 Carlos Pace

It wasn't until late on 1971 that Brazilian Carlos Pace adopted the crash helmet colours for which he would become famous. His previous lid had been switched between a white version to one which had red on the sides but then he swapped over to the yellow arrow on the dark blue background.



5 Lewis Hamilton

It is a story that is common to other young racing drivers, but the inspiration for seven-time F1 World champion Lewis Hamilton's bright yellow crash helmet came from dad Anthony. Hamilton Sr was Lewis's karting mechanic and wanted to be able to easily identify his driver when he was battling a pack on the kart tracks



6 Damon and Graham Hill

In the early 1950s, Graham Hill sated his competitive instincts on the waters before he turned to petrol power and he was very used to sporting the colours of the London Rowing Club.

Son Damon added to his dad's two World championships with another in 1996.

7 Nigel Mansell

When he moved into F3 in late 1970s, the deal could not have been more patriotic. The March team was sponsored by Unipart with its bold colour scheme adapted from the Union flag. Recruit Mansell adopted the basis of that and it stuck with him all the way through his career – which included the Formula 1 World title in 1992 and the Indycar crown in 1993.



8 Nelson Piquet

The three red teardrops on the white background are the colours that Nelson Piquet Souto Maior used from the very start of his karting career. The theory is that the teardrops were originally designed to represent tennis, as the racquet sport was one that he also used to love.



9 Ayrton Senna

Ayrton Senna's crash helmet design became famous and it was the one his rival drivers said they feared seeing in their rear-view mirrors.

The Brazilian wanted to stand out among the karting ranks and that is why he chose the original colour scheme, which was later slightly modified.



10 Hans Stuck

When Hans Stuck decided to switch to a full-race crash helmet in 1971, he felt the plain colours of the design were far from appealing.

But rather than fork out on a new paint job, one of the German's friends came up with a quick and easy solution: a shower of adhesive stars that could be stuck onto the helmet.

COLUMNIST

HARRY KING



The 21-year-old 2020 Porsche Carrera Cup GB champion is looking forward to a year focusing on F1-supporting Porsche Supercup



King has BWT Lechner deal

Last year I raced in Porsche Carrera Cup GB as well as made one-off guest appearances in the Formula 1-supporting Porsche Supercup, the only UK driver to do both. It was really a cool experience to be driving in both championships, though it was tricky jumping between the two different models of Porsche 911s.

With the way that 911s are, with no traction control or ABS, they are a real black art and I lost a little bit of that peak on the 991 car used in Britain's Carrera Cup when I was gaining more knowledge of the 992 used in the Supercup. But overall it was a really beneficial year and without it I wouldn't have landed my drive with frontrunner BWT Lechner Racing in the Porsche Supercup from this year. I'm really looking forward to having a full championship season to strike out now.

My Lechner deal came about from the Porsche Junior shootout that I competed in late last year. Although we didn't win it the pace was very good and we impressed the

right people and Lechner Racing approached me and presented me with a deal that was impossible to miss. They rarely do two-year deals with drivers so to be one of the first fills me with a lot of confidence knowing that they've got that much trust in me. I'm really looking forward to having a good relationship with ideally a lot of success.

Of course the goal this year is to win but you can't be blind to the fact that Porsche Supercup is the best in the world so you are measuring yourself against the most competitive people in 911s that there is at the current time. My goals for the season would be to have podiums and ideally be top five in every race.

It was really exciting last year in Porsche Supercup finding yourself on F1 tracks on F1 weekends with the incredible spectacle that it is with the spectators. My first weekend was at Monaco and that was a weekend I will never forget: to say that I raced at Monaco at a young age is something to be proud of and we had quite a successful result with it.

That excitement is still definitely there for

Photos: Porsche, Jakob Ebrey, Formula OneWorld Championship Ltd



King brought own approach to Porsche racing

this year but the focus is now 100% on the driving and not 10% on the 'wow, this is so amazing'. That one year of guest appearances will certainly pay dividends.

To be successful in Supercup you need a lot of track time around its circuits, they're very big and wide and there's a lot of differences in ways you can approach corners. You've also got to have the right team and the right car; you've got to really have everything fall into place at just the right time because if not somebody else has got it timed just right. There's probably about 15 drivers who could win a race this year so you have to set yourself apart from them. And it fills me with a lot of excitement knowing that it's so equal and so difficult; you can be proud to say that you beat these guys.

One of my strengths that other people highlight for me is my ability to carve my way through the field. The level of racing in Supercup is definitely a step higher than in Carrera Cup GB; the drivers don't take any prisoners out there.

I didn't watch Porsches massively before I started to race them in 2020 so I went in there and raced it the only way I knew, and it proved to be different and exciting for people watching it and it set me up for the great path that I'm now on and it also got me a place on the BRDC Superstars programme.

My ultimate goal is to be a Porsche works driver. I've got great relations with Porsche so if I do the right stuff and impress the right people who knows where that could take me. My goal is also to race at Le Mans, and with Porsche's new LMDh programme there's a few more opportunities opening up.

I want to do anything I do with Porsche, be it in a GTE car or GT3 or an LMDh. Just to say that you're a part of that brand and that you can wear the badge proudly on your back at Le Mans is a big thing but I don't just want to compete, I want to be successful there as well.



King made his Supercup bow at Monaco last year

"My two-year BWT Lechner Racing deal was impossible to miss"

WHAT'S ON

YOUTUBE

It is fair to say that our Motorsport News readers' Q&A guest this week, long-serving designer Frank Dernie, has been around the Formula 1 block. And a major part of his CV is a long spell at all-conquering 1980s Williams.

And Dernie features in an

intimate 1988 Channel 4 documentary on the Williams team. Rather defying this column's title, to find it you'll have to go onto Dailymotion at: dailymotion.com/video/k4QlkZswzv5Cn155pbm, or you can search for 'Equinox – Toys For The Boys – 1988'.

The programme delves in at Williams during a difficult season, recently ditched by class-leading Honda and instead struggling with Judd engines. It shows a team though determinedly rebuilding for another period of glory. And Dernie gets to kick off

proceedings, explaining his view that motor racing is a lot like war – and he reckons that's why the British are good at it.

Williams royalty – Frank Williams, Patrick Head, Peter Windsor – all feature and talk frankly, which in Frank's case was not long

after his life-changing early 1986 car accident. It's all an enjoyable and revealing watch, albeit with some narrator claims that strike as a touch contentious. Look out too for journalist Keith Botsford's interesting motorsport theories.

Graham Keillor



Frank Dernie (left)

TV GUIDE



Imola will host the third round of the season

Formula 1 is back this weekend, at Imola for the Emilia Romagna Grand Prix. And it's the first round of this season to use the 'sprint race' qualifying format. Channel 4's sprint race highlights are on Saturday at 1845hrs-2015hrs while its race proper highlights are on Sunday at 1830hrs-2100hrs.

The format means also that on Sky Sports F1 there's an extra Ted Kravitz Notebook. The first is tomorrow (Friday) after qualifying, at 1745hrs-1815hrs, and there's another at the same time on Saturday following the sprint race. Kravitz's review of the main race is at 1700hrs-1730hrs on Sunday. All are also repeated.

BT Sport 3 meanwhile has highlights of each day of

this weekend's World Rally Championship Croatia Rally. Day one's best bits are on tomorrow at 2300hrs-2330hrs, day two highlights are early on Sunday at 0100hrs-0130hrs, while final highlights are later on Sunday at 2300hrs-2330hrs. Again all three are repeated.

You can catch the best of last weekend's British GT season-opening double-header from Oulton Park tomorrow on Sky Sports F1 at 1915hrs-2015hrs, or Saturday at 1300hrs-1400hrs. There's also the GB3 championship's new highlights package, again from its Oulton curtain raiser last weekend, on at 0600hrs-0700hrs on Saturday and 1900hrs-2000hrs on Sunday.

Graham Keillor

LIVE TV

FORMULA 1 EMILIA ROMAGNA

Practice 1: Friday, 1200hrs-1350hrs, Sky Sports F1, Sky Sports Main Event

Qualifying: Friday, 1525hrs-1745hrs, Sky Sports F1, Sky Sports Main Event

Practice 2: Saturday, 1100hrs-1240hrs, Sky Sports F1

Sprint race: Saturday, 1430hrs-1650hrs, Sky Sports F1, Sky Sports Main Event

Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1

FIA FORMULA 2 IMOLA

Practice: Friday, 1005hrs-1050hrs, Sky Sports F1, Sky Sports Main Event

Qualifying: Friday, 1445hrs-1525hrs, Sky Sports F1, Sky Sports Main Event

Sprint race: Saturday, 1650hrs-1745hrs, Sky Sports F1

Feature race: Sunday, 0915hrs-1030hrs, Sky Sports F1, Sky Sports Main Event

FIA FORMULA 3 IMOLA

Practice: Friday, 0855hrs-0940hrs, Sky Sports F1, Sky Sports Main Event

Qualifying: Friday, 1350hrs-1430hrs, Sky Sports F1, Sky Sports Main Event

Sprint race: Saturday, 0930hrs-1025hrs, Sky Sports F1

Feature race: Sunday, 0745hrs-0845hrs, Sky Sports F1

PORSCHE SUPERCUP IMOLA

Race: Sunday, 1105hrs-1140hrs, Sky Sports F1

WORLD RALLY CHAMPIONSHIP CROATIA

SS18: Sunday, 0730hrs-0830hrs, BT Sport 3

BRITISH TOURING CAR CHAMPIONSHIP DONINGTON PARK

Races and supports: Sunday, 1050hrs-1815hrs, ITV4

NASCAR TALLADEGA

Race: Sunday, 1930hrs-0030hrs, Premier Sports 2

WHAT'S ON

RALLYING SATURDAY

Speyside Stages (Elgin)

63 Car Club (spectators admitted) speyside-stages.co.uk

SATURDAY-SUNDAY

Corbeau Seats Rally

Tendring and Clacton Chelmsford Motor Club (spectators admitted) corbeauseatsrally.co.uk

RACING SATURDAY

Kirkistown, Northern Ireland

500MRCI meeting: Roadsports, Superkarts, Ford Fiesta Zetec, FF1600, Saloon/GT, Mazda MX5 **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £15 kirkistown.co.uk

SATURDAY-SUNDAY

Donington Park National, Leics

BTCC meeting: BTCC, F4, Carrera Cup, Ginetta Junior, Ginetta GT5, Mini Challenge **Starts** Saturday, racing from 1425hrs (qualifying from 0910hrs) Sunday, racing from 0910hrs **Admission** adult £33, under 13 free web.msv.com Contact 0843 453 9000

Snetterton 300, Norfolk

HSCC meeting: Monoposto, Historic F3, Historic FF2000, Historic FF1600, Classic FF1600, Historic Touring Cars, Historic Road Sports, '70s

Road Sports/'80s Sports and GT, Ecurie Classic, CMMC **Starts** Saturday, racing from 1320hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free web.msv.com Contact 0843 453 9000

Thrupton, Hants

CSCC meeting: Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloon and Modsports, Classic K, New Millennium, Open Series, Turbo Tin Tops, Slicks **Series Starts** Saturday, racing from 1250hrs (qualifying from 0900hrs) Sunday, racing from 1325hrs (qualifying from 0855hrs) **Admission** adult £15, under 16 free web.thruptonracing.co.uk

Cadwell Park, Lincs

BARC meeting: Caterham Graduates, 2CV, NW Sports/Saloons, Junior Saloons, Hyundai Coupe, Karts **Starts** Saturday, racing from 1430hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs **Admission** adult £14, under 13 free web.msv.com Contact 0843 453 9000

Silverstone National, Northants

MSVR meeting: FF1600, Elise Trophy, Sports 2000, Clubmans, Turismo X, Track Day Championship, Track Day Trophy, Focus Cup, Production Golf and

BMW, Racing Saloons, Bernie's V8s **Starts** Saturday, racing from 1255hrs (qualifying from 0900hrs) Sunday, racing from 1055hrs (qualifying from 0900hrs) **Admission** £16 **Web** silverstone.co.uk **Tickets** online only

SUNDAY

Knockhill, Fife

KMSC meeting: Legends, ModSports, FF1600 **Starts** racing from 1400hrs (qualifying from 1230hrs) **Admission** adult £16, **Web** knockhill.com

SPORTING SCENE SATURDAY

King's Lynn, Norfolk

Brisca F1 **Starts** racing from 1400hrs **Admission:** TBA **Web:** briscaf1.com

SATURDAY-SUNDAY

Prescott, Gloucestershire

British Hillclimb Championship **Starts:** 0830hrs (both days) **Admission:** £15 (in advance, both days) **Web:** prescotthillclimb.co.uk

Pembrey, South Wales

BTRDA Rallycross Series **Starts:** 0900hrs **Admission:** £12 (in advance, both days) **Web:** pembreycircuit.co.uk

Details correct at time of going to press. Please check with even organisers.

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Lewis Clarke-Bull enjoyed the classic racers at Brands recently



GT Cup action from Donington Park recently, sent in by Rich Cranston



Mark Parker's pic from Snetterton



BMW's at Brands, by Chris Collier

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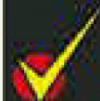
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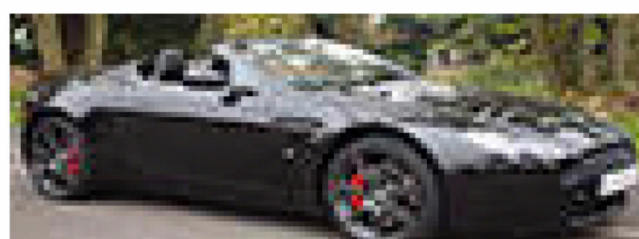
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113036

PORSCHE 911



1996, £125,000. Porsche 911 Carrera (993) 1996 road/race car, N reg., 3.6 lt twin turbo, 6 speed gearbox, turbos recently rebuilt and fuel lines replaced. Engine 500 bhp (approx.) Brembo race brakes (road units also supplied). Gt 2 wide body kit fitted with 8x10x18" BBS alloys. Welded custom cage, fire eater system, air jack system (as per Brit car). Variety of race springs available, variety of split rims and spare set BBS alloys available at separate extra cost. Competed in AEMC and ASEM sprint championships and DOMC North Sports Saloon Championship and recently on display at the Porsche Colchester showroom. Please call 07860379440, East of England.
112913

ASTON MARTIN V8 VANTAGE



2008, £34,950. Model Aston Martin Vantage V8 4.3 Convertible Manual. Finished in Onyx Black with Black Mohair hood and Black leather interior with Red stitching. Only just turned to 70,000 miles with history. Please call 02085 679729, Greater London.
113380

LOTUS EVORA



2018, £66,950. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. This GT410 is finished in Empire Green paintwork that has been coated with PPF in key areas, with Carbon Fibre roof and boot lid, Black Alcantara interior door cards and dashboard complemented by the optioned interior colour pack in yellow. Highly optioned this car has Alcantara and Leather Sparco Seats (a £3.5k cost option), Alcantara steering wheel, air conditioning, cruise control. Please call 07577 575770, South East. (T)
113393

ROVER 2600



1984, £8,995. a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.
112698

JAGUAR E-TYPE



1962, 10009 miles, £169,995. Series 1 Roadster 3.8. Petrol, Manual, Old English White. Retaining its original colour combination of Old English White (Cream) with a contrasting biscuit interior and black hood and hood bag. This fine example has a 5 speed Getrag gearbox, a desirable option enabling high speed cruising. The car presents wonderfully today both inside and out. Please call 01798 874477, South East. (T)
113105

MG MGB



1963, £35,995. MGB FIA 1963 race/rally car. UK registered. In British racing green, works hardtop in white. Fitted Roll cage and competition harness. On competition wire wheels, 1840cc race engine, Weber, extractor manifold, close ratio overdrive gearbox, adjustable rear Armstrong dampers. Riguard seats, Motalita steering wheel. Currently LHD but can be easily converted if required. All fuel/brake/wiring routed inside car. Tank and sump shield and reinforced single box exhaust. Please call 01462 490049, West Midlands. (T)
113111

PORSCHE 3400



2012, 66000 miles, £66,000. Registered in 2012 this Porsche Boxster S 981 series is fitted with the desirable PDK 7 speed gearbox.

Powered by the 3.4 litre flat 6 cylinder 'Boxer' engine, it is one of the last models available with this 6 cylinder engine, producing 315 bhp. Finished in Platinum Silver metallic paintwork with a contrasting black leather interior, with under 66k miles this Boxster S presents in superb order throughout. Appointed with a high level of standard equipment this 981 Boxster will offer its lucky new owner a specification of electrically adjustable and heated seats for driver and passenger, Satellite navigation with PCM (Bluetooth audio streaming functionality), Bose sound upgrade, electrically folding mirrors and the rare option of the 'one touch' operation for the electrically folding soft top roof. In addition to the already striking interior is the optioned Porsche 911 Turbo S steering wheel with paddle shift. There are also the Boxster S 19" alloy wheels wrapped in the factory correct Goodyear Eagle 'NO' type tyres. This Boxster S 981 has been meticulously maintained having a full Porsche main dealer service history, the most recent being carried out in June 2021 by Porsche of Solihull. Clearly the four previous owners have all taken great care of this superb sports car. This Porsche Boxster S 981 offers the opportunity to own one of the desirable 6 cylinder engine Boxster cars before they became powered by the new 4 cylinder power plant. With its 7 speed PDK gearbox this Boxster S really is the perfect daily sports car, especially being that it is ULEZ compliant. Do call for more information or to arrange a viewing. Please call 07577 575770, South East. (T)
113397

PORSCHE 924



£4,750. Very Tidy Porsche 924 with 1 years MOT and ready to drive away. Its only done 53000 miles with mot's to back up the mileage. The car has had a good bit of money spent on it since 2019 and it runs and drives very well. We have one set of keys, the V% and lots of old MOTs and receipts and a service book with stamps at 48500, 48600, 49000 and 50000 miles. Please call 01875 820527, Scotland. (T)



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